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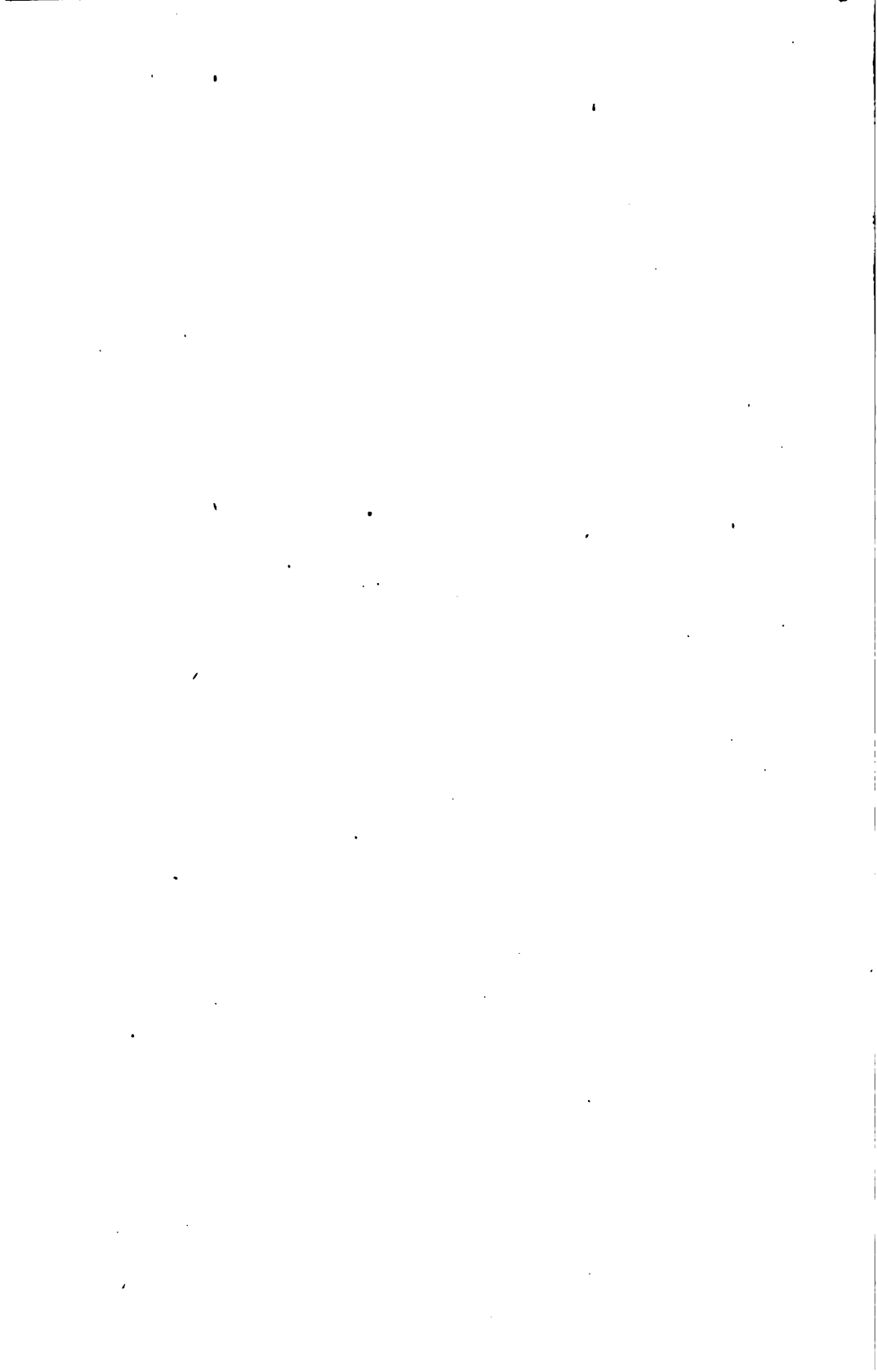












REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

communicated to the

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE SECOND SESSION OF THE FORTY-EIGHTH CONGRESS.

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WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1884.



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# REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., November 20, 1884.*

SIR: I have the honor to submit herewith my report of the operations of this Department for the past year, and I avail myself of this opportunity to pay a deserved tribute to the Assistant Postmasters-General, and the chiefs of divisions, for the faithful and efficient discharge of the trusts confided to them, and the very valuable assistance they have rendered me in the preparation of this Report.

## FINANCIAL STATEMENT.

The total expenditures made on account of the service of the fiscal year ended June 30, 1884, were..... \$46,404,960 65

The revenues for the year were as follows:

1. Ordinary postal revenue.....	\$42,818,635 00	
2. Net revenue from money-order business .....	519,492 08	
		<hr/> 43,338,127 08

Excess of expenditures over receipts.....	3,066,833 57
---	--------------

To which should be added:

1. Estimated amount of outstanding liabilities .....	877,471 04
2. Amount credited on books of Treasury to Pacific Railroad Companies.....	1,260,179 51
	<hr/>

Gives estimated cost of service over the revenues for the fiscal year.. \$5,204,464 12

The revenues were \$2,170,565.53, or 4.7 + per cent. less than those of the previous year; the decrease being attributable to the reduction of letter postage from 3 to 2 cents, which took effect October 1, 1883.

In addition to the amount expended for the service of the year \$819,599.62 was paid on account of liabilities of previous years, making

the total amount disbursed during the year (exclusive of credits to the Pacific railroads,) \$47,224,560.27.

The expenditures are itemized in Table No. 2 accompanying the report of the Third Assistant Postmaster-General. The amount paid to postmasters was \$11,283,830.87, an increase of \$968,436.41 over that of the previous year for the same purpose. This expenditure was \$333,830.87 in excess of the appropriation.

As explained in former reports, the law fixes the rate of compensation to postmasters, allowing them to retain it out of the proceeds of their offices before turning over the surplus to the Government, and the deficiency was therefore unavoidable by the Department. For clerks in post-offices there was an increase in expenditure of \$367,979.01, or 8.4 per cent.; and for letter-carriers \$330,900.01, or 10.4 per cent.

For railroad transportation the audited expenditures and estimated liabilities for the service of the year, including also the sums credited to the Pacific railroads, are shown by the report of the Second Assistant Postmaster-General at \$13,815,163.

The aggregate amount appropriated for the service of the year was \$46,746,037.62, or \$341,076.97 more than the amount disbursed on account thereof, and \$536,394.07 less than the total disbursements and outstanding liabilities. In Table No. 3, accompanying the report of the Third Assistant Postmaster-General, the appropriations will be found by items.

#### ESTIMATES FOR 1886.

The following are the estimated receipts and expenditures for the fiscal year ending June 30, 1886:

Ordinary postal revenue.....	\$50,872,820 24
Net receipts from money-order business .....	400,000 00
	<hr/> \$51,272,820 24
Estimated expenditures, including amounts credited under existing law to Pacific railroad companies.....	56,099,169 50
Deficiency to be supplied out of the general Treasury.....	4,826,349 26

An estimate of the revenue for the ensuing fiscal year is attended with great uncertainty, because of the reduction of letter postage to 2 cents, which took effect on the 1st October, 1883. Although the change was in actual operation during three quarters only of the last fiscal year, its effect was felt upon the revenue for the entire year; the sales of stamps for the quarter ended September 30, 1883, having been greatly curtailed in view of the then approaching reduction in the rate. Thus the sales for that quarter under the 3-cent rate amounted to \$10,083,509.53, while the average for the three succeeding quarters was \$10,220,781.38.

It is evident that the revenue exhibited for the last year would not have been greatly varied had the change taken effect on the 1st July instead of the 1st October. The revenue for the entire year is therefore taken as the basis on which to estimate for the present and ensu-

ing fiscal years. An annual increase of 9 per cent. is assumed, which would result as follows:

Amount of ordinary postal revenue for year ended June 30, 1884.....	\$42,818,635 00
Add 9 per cent. for increase .....	3,853,677 15
Gives estimated ordinary revenue for year ended June 30, 1885.....	46,672,312 15
Add 9 per cent. for increase as before .....	4,200,508 09
Gives estimated ordinary revenue for year ending June 30, 1886.....	50,872,820 24
Add estimated net receipts from money-order business.....	400,000 00
Gives total estimated revenue for year ending June 30, 1886.....	51,272,820 24

The rate of increase in the receipts for 1880 over 1879 was 10.8 per cent.; for 1881 over 1880 it was 10.4 per cent.; for 1882 over 1881 it was 13.8 per cent.; and for 1883 over 1882 it was 8.6 per cent. In view of these figures and of the stimulus afforded correspondence by a lower rate of postage, and by the increasing tendency to substitute sealed inclosures for postal cards and open circulars, an estimated annual increase of 9 per cent. in the revenue cannot be regarded as extravagant.

The estimated expenditures for the ensuing year will be found in detail in the table accompanying this report. Following the table are the communications from the several Bureaus in explanation of the estimates. The total amount is \$7,058,769.50 in excess of the appropriation for the current year; but it is already evident that the latter will, in some items, fall short of the actual requirements. For compensation to postmasters there will be a deficiency of at least \$1,500,000, and for transportation by railroads of about \$1,000,000. The estimate also contemplates the payment out of the appropriation of the entire cost of mail service on the Pacific railroads, a portion of which is now by law credited on the books of the Treasury and does not appear in the appropriation for mail transportation. The amount involved by the contemplated change in the mode of settlement is approximated at \$1,100,000, which amount, added to the two deficiencies mentioned, will leave the estimates \$3,458,769.50 in excess of the appropriations for the present year.

As shown above, the expenditures for the year ending June 30, 1886, are estimated at \$56,099,169.50, including the amounts credited to the Pacific Railroad companies. In this connection I desire to say that the estimates are made on a business basis, and after a careful study of all available data at hand, and with no intention of asking for less than the requirements of the service demand—to be followed hereafter by deficiency bills. I believe this is the better and more honest policy, and that the people are willing that every dollar required for a thoroughly practical and progressive administration of the Postal Department shall be appropriated for that purpose.

#### REDUCTION IN THE RATE OF POSTAGE.

The past year marked an important epoch in the history of the postal service through the reduction in the letter rate of postage from 3 to 2



cents, taking effect on the 1st of October, 1883, under the provisions of the act of March 3, 1883. As the class of matter affected yielded by far the larger portion of the postal revenue, the change, of course, produced an immediate falling off in the receipts. The ordinary postal revenue for the year ended June 30, 1884, was \$2,278,438.24 less than that of the preceding year. To this loss should, of course, be added that of the natural increase to have been expected had the 3-cent rate remained in force. An increase of 9 per cent. on the ordinary revenue of 1883 [exclusive of the money order business,] would amount to \$4,058,736.59, which, added to the amount previously stated, would give \$6,337,174.83 to represent the loss for the first year under the change in the rate. Though the 3-cent rate was in force during the quarter ended September 30, 1883, the sales of stamps, &c., for that quarter were \$137,271.85 less than the average for the three remaining quarters under the 2-cent rate; the anticipated change in the rate having led to a serious falling off in the sale of stamps. That the loss of revenue was not greater must be regarded as gratifying, in view of the fact that the estimates on which the change was based contemplated a loss for the first year of about \$8,000,000. It is evident the prediction has been fully verified that the reduced rate would greatly stimulate letter correspondence, and lead to the substitution of sealed inclosures for postal cards and open circulars. The increase in the number of letters cannot be stated, the Department having no statistics to show the number of pieces of each of the several classes of matter mailed, and the same kind of stamps being used indiscriminately for first, third, and fourth-class matter. Neither do the sales furnish any guide, since postmasters in accounting to the Auditor report the amount in the aggregate and not in detail of the several kinds and denominations.

A comparison of the issues to postmasters of 2 and 3-cent stamps and stamped envelopes for the nine months ended June 30, 1883 under the 3-cent rate, with the issues of 2 and 3-cent stamps and stamped envelopes during the corresponding nine months ended June 30, 1884 under the 2-cent rate, may be found of interest in this connection, though affording no certain indication of the actual sales. During the nine months ended June 30, 1883, the number of 2-cent stamps and stamped envelopes issued was 104,642,125, valued at \$2,092,842.50, and of 3-cent stamps and stamped envelopes 653,629,330, valued at \$19,608,879.90. The number of 2-cent stamps and stamped envelopes issued during the nine months ended June 30, 1884, was 955,427,400, valued at \$19,108,548, and of 3-cent stamps (the issue of 3-cent stamped envelopes having ceased,) was 127,300, valued at \$3,819. The total number of 2 and 3-cent stamps and envelopes issued, therefore, during the former period was 758,271,455, valued at \$21,701,722.40, and during the latter period 955,554,700, valued at \$19,112,367; an increase in number of 197,283,245, or 26 per cent., and a decrease in value of \$2,589,355.40, or 11.9 per cent.

In postal cards there was a decrease in the issues of 16,640,000, or 4.5 per cent., for the year ended June 30, 1884, as compared with the previous year. During the preceding five years there has been an average annual increase of 13.68 per cent.

One of the minor benefits resulting from the change of postage is the reduction in the number of insufficiently prepaid letters deposited in letter-carrier post-offices for mailing to other places. At these offices heretofore large numbers of such letters have every year been deposited for mailing on which the senders have, through inadvertence, prepaid postage to the amount of 2 cents only—that being the local rate—instead of 3 cents. In all such cases, under the law, the letters have been detained until either the senders or addressees have furnished the deficient postage, failing in which the letters have been sent to the Dead Letter Office. Now that the local rate of postage at these offices is the same as the general rate, the number of insufficiently prepaid letters has very materially decreased, thus saving a large amount of trouble to the postmasters, a great delay in the transmission of the letters, and considerable annoyance to both their senders and receivers.

#### ISSUE OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number and value of postage-stamps, stamped envelopes, and postal cards issued upon requisitions during the year were as follows :

Articles.	Number.	Value.
Ordinary postage-stamps .....	1,459,768,460	\$29,077,444 00
Newspaper and periodical stamps .....	2,439,898	1,923,217 80
Stamped envelopes, plain .....	147,225,800	2,907,340 32
Stamped envelopes, request .....	129,515,500	2,918,760 55
Newspaper wrappers .....	45,490,750	545,688 25
Postage-due stamps .....	13,612,198	353,611 00
Postal cards .....	362,876,750	3,629,640 00
Official postage-stamps .....	3,389,440	140,040 00
Official stamped envelopes and wrappers .....	1,811,600	20,135 25
Aggregate .....	2,166,130,396	41,515,877 18

The requisitions upon which these supplies were issued number 451,282.

#### POSTAGE ON SECOND-CLASS MATTER.

The amount of postage collected on second-class matter during the year was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the previous year.

Of the receipts from this source 24.90 per cent. was collected at New York; 9.41 per cent. at Chicago; 6.42 per cent. at Boston; 5.08 per cent. at Philadelphia; 4.67 per cent. at Saint Louis; 3.53 per cent. at Cincinnati; 1.82 per cent. at San Francisco; 1.54 per cent. at Milwau-

kee; 1.51 per cent. at Detroit; 1.32 per cent. at Louisville; 1.22 per cent. at Cleveland; 1.20 per cent. at Elgin, Ill.; 1.15 per cent. at Washington; 1.09 per cent. at Saint Paul; 1.06 per cent. at Augusta, Me.; .05 per cent. at Toledo; 1.05 per cent. at Pittsburgh; .88 per cent. at Baltimore. The remaining 31.06 per cent. was collected at 5,767 post-offices.

#### REGISTRATION.

The number of letters and parcels sent through the registered mails during the year was 11,246,545, of which 8,068,338 were domestic letters, 466,902 were letters addressed to foreign countries, 1,005,865 were domestic parcels of third and fourth class matter, 29,488 were parcels of third and fourth class matter to foreign countries, and 1,675,952 were letters and parcels of official matter for the Government, by law free from the payment of registry fees. The amount of registry fees collected was \$957,059.30, an increase of \$30,509.60, or 3.3 per cent., over the previous year.

The actually ascertained losses during the year numbered 516, or one in every 21,795 letters and parcels registered. This is a smaller proportion of loss than in any previous year, and shows increasing efficiency and fidelity on the part of postal officials in this branch of the service.

#### DEAD LETTERS.

The gross receipts of articles of undelivered mail matter during the year were 4,751,872, being an increase of a little more than 8 per cent. over the previous year. There was a decrease in the held-for-postage matter received of 44,681, or about 34 per cent., which was caused by the reduction of postage on letters (many of those which were formerly detained for postage in cities having been actually prepaid by a 2-cent stamp,) and the changed method of treating such matter in post-offices. The new practice is to require postmasters to notify the persons addressed that their letters or parcels are withheld for prepayment of postage, and to forward the articles to destination upon the receipt of the amount due. Under previous regulations, the matter was sent to the Dead-Letter Office, and the notice sent from there.

There was an increase in other classes of matter as follows: misdirected letters, 12.6 per cent.; foreign letters, 12.3 per cent., and in letters returned from abroad, 19.3 per cent. Of the letters and parcels containing merchandise, jewelry, books, and miscellaneous articles of sufficient value to be recorded, there was an increase of 18.4 per cent. In opening the letters, it was discovered that 17,387 contained money; 20,261 contained drafts, money-orders, notes, &c.; 34,399 contained receipts, paid notes, &c.; 84,088 contained postage-stamps; and 38,348 contained photographs. Great effort is made to restore letters and parcels to the owners. All those found to contain articles of value are

carefully recorded, so that the final disposition of them can be ascertained at any time.

The amount realized from the sales of articles for which no owners can be found is deposited in the United States Treasury. The proceeds of the last auction sale, which was in January, 1884, was \$1,915.43. The money separated from dead letters which cannot be restored to the sender is also placed in the Treasury, and the amount deposited from that source during the year was \$7,239.47. The value of postage-stamps received from various sources and destroyed was \$2,082.18. The late Postmaster-General Maynard ordered that such useful printed matter as had previously been sold for waste paper should be distributed amongst the inmates of the various hospitals, asylums, and other charitable and reformatory institutions within the District of Columbia. This practice still prevails, and 23,152 magazines, pamphlets, illustrated papers, Christmas cards, valentines, &c., were disposed of in that way during the year.

The report of the Third Assistant Postmaster-General, published in the Appendix, contains full particulars concerning the treatment of dead letters and parcels.

#### THE APPOINTMENT DIVISION.

The report of the First Assistant Postmaster-General presents the following comparative statement of the number of post-offices established and discontinued, and of the postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884:

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year .....	3,253	3,411	161	.....
Number discontinued .....	1,621	1,260	.....	361
Net increase over previous year .....	1,632	2,154	522	.....
Whole number of post-offices .....	47,863	50,017	2,154	.....
Number filled by appointment of the President .....	2,143	2,323	180	.....
Number filled by appointment of the Postmaster-General .....	45,720	47,694	1,974	.....
Appointments were made during the year:				
On resignation and commissions expired .....	7,734	7,265	.....	469
On removals and suspensions .....	705	513	.....	192
On change of names and sites .....	342	234	.....	.....
On deaths of postmasters .....	468	477	9	.....
On establishment of new post-offices .....	3,253	3,414	161	.....
Total appointments .....	12,502	11,953	.....	549
Total number of cases acted on during the year .....	14,882	13,841	.....	1,041

#### EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in

post-offices, railway post-office clerks, and other officers in the service June 30, 1883, and June 30, 1884:

Officers and employes.	June 30, 1883.	June 30, 1884.
<b>DEPARTMENTAL OFFICERS AND EMPLOYÉS.</b>		
Postmaster-General.....	1	1
Assistant Postmasters-General.....	3	3
Superintendent of money-order system.....	1	1
Superintendent of foreign mails.....	1	1
Superintendent of free delivery.....	1	1
Superintendent of railway adjustment.....	1	1
Superintendent of division of post-office supplies.....	1	1
Chief clerk of the Postmaster-General.....	1	1
Chiefs of divisions.....	4	6
Topographer for Post-Office Department.....	1	1
Disbursing officer and superintendent of building.....	1	1
Law clerk.....	1	1
Stenographer.....	1	1
Appointment clerk.....	1	1
Chief clerks of bureaus.....	6	6
Clerks, messengers, watchmen, &c.....	534	534
<b>Total.....</b>	<b>558</b>	<b>561</b>
<b>POSTMASTERS AND OTHER OFFICERS AND AGENTS.</b>		
Postmasters.....	47,863	50,017
Contractors.....	4,944	4,908
Clerks in post-offices.....	8,040	8,240
Letter-carriers.....	3,680	3,890
Railway post-office clerks.....	3,855	3,963
Post-office inspectors and railway-mail superintendents.....	90	92
	<b>69,030</b>	<b>71,671</b>

#### POST-OFFICES AS SINECURES.

At different times during the year a thorough investigation was made, under the direction of the chief Post-Office Inspector, of all first and second class offices. The result of these investigations was gratifying to the Department. Dishonest and negligent officials were discovered. The former were removed, and the latter reprimanded and more fully instructed in their duties. In a large number of cases where postmasters were discovered to be short in their accounts it was owing to negligence or a lack of ability to manage the affairs of their offices. Too many postmasters feel warranted in regarding their positions as sinecures and feel free to give their attention to other business, content to draw their salaries as officials, leaving the work of managing their offices to others. This should not be allowed. Postmasters at first and second class offices should be required to give their entire time to their official duties, and should not be permitted to engage in any other business that requires any portion of the time for which they are paid by the Government. This result should be brought about if it requires a statutory enactment to effect it.

#### THE FREE-DELIVERY SYSTEM.

The system was extended during the year to the cities of Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala., Ottumwa, Iowa, and Scranton, Pa., making the total number 159. The number of carriers was increased 210, making a total of 3,890 at the close of the year.

The appropriation for this service was \$3,500,000, to which was added, in anticipation of a deficiency, \$14,653.40; making a total of \$3,514,653.40. The total cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increased appropriation over that of the preceding year was \$314,653.40 and the increased expenditure \$330,870.01. The increase in the expenditure was owing to the extension of the service to additional cities; to the increase of the number of carriers at the old offices, and their promotion under the act of August 2, 1882, which provides for an annual increase of \$200 in the salary of each carrier in cities of the first class till the maximum (\$1,000) is reached, and in cities of the second class till the maximum (\$850) is reached.

#### POSTAGE ON LOCAL MATTER.

The postage on local matter at the several offices aggregated \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the total cost of the service \$1,273,278.35; an increase of 9.95 per cent. in the former and 36.33 per cent. in the latter. The average cost per piece for handling matter was 2.3 mills, a reduction of one-tenth mill as compared with last year. The average cost per carrier was \$898.78, an increase over that of last year of \$38.83. This was owing to the fact that the number of carriers receiving the maximum salary was considerably increased during the year under the provisions of the act of 1882.

The mail matter delivered during the year was as follows: Mail letters, 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards, 97,421,725, increase of 13.10 per cent; local letters, 121,853,932, increase of 16.68 per cent.; local postal cards, 69,230,704, increase of 14.48 per cent.; registered letters, 3,093,961, an increase of 9.32 per cent.; newspapers, 231,645,185, an increase of 13.79 per cent.

The mail matter collected was as follows: Letters, 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards, 130,057,314, an increase of 12.98 per cent.; newspapers (including circulars), 70,475,010, an increase of 8.84 per cent.

The pieces of mail matter delivered and collected aggregated 1,540,554,117, an increase of 16.30 per cent.; and the average number by each carrier, 396,029, an increase of 10.02 per cent.

For fuller details on this subject see tabulated statement in the report of the First Assistant Postmaster-General.

Experience has shown that the delivery by carrier is more acceptable than the old custom of calling at the post-office; that it tends to more thoroughness and accuracy in the delivery of letters; that it diminishes the number of dead letters, and diverts to the post-office many letters that would otherwise be delivered by private expresses and messengers; that it stimulates correspondence, both mail and lo-

cal, and largely increases the postage on the latter; that it saves time to the people and fruitless calls at the post-office, and yields a large surplus of postage on local matter above its cost.

There are in the more densely populated parts of the country certain towns within short distances of one another, each with its separate post-office, having in the aggregate the required population and revenue, but which cannot be reached under the present law, as none of them singly has the required qualifications, viz, 20,000 population within its corporate limits or \$20,000 postal revenue.

In my judgment the law should be so changed as to permit the aggregation of population and the postal revenue of these towns, and the service should be extended to them when they meet the requirements of the law. The result would be a diminution in the number of offices and a more satisfactory and economical service.

As bearing directly upon this subject, I append one or two paragraphs from a letter of July 19, 1883, from the General Post-Office, London, as follows:

"There is certainly no village and but few hamlets in the United Kingdom without a delivery of letters, &c., from house to house, and that in certain thinly inhabited districts the letters are not delivered every day; they are still delivered twice or more, usually three, times a week." \* \* \* "As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day." \* \* \* "In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or 'town' district to three in a few of the outer suburban districts, where the population is comparatively sparse."

For more detailed information concerning the operations of this service at each office, see table on p —.

#### REDUCTION OF POSTAGE ON LOCAL LETTERS.

The free-delivery service has now reached that period in its history when it is largely self-sustaining, the surplus over the entire cost of the service having gradually increased for the past ten years until, during the last fiscal year, it amounted to \$1,273,278.25. I feel, therefore, that I can with great propriety urge the reduction of postage on local letters to one cent, the single rate. The reasons for such reduction seem to me stronger than those presented for the reduction of postage on mail letters to two cents. Letters which are strictly local in character involve but comparatively little expense to the Department in their handling, and therefore the impression very generally prevails in cities where the free-delivery service is in operation that the present local rate of postage (two cents) is excessive; at least, that it is immoderate in comparison with the transmission by mail and delivery by carrier,

of a letter from New York to San Francisco, for the same amount of postage.

So far as known, the reduction of the rate on mail letters has met with great favor, and the public undoubtedly believes that it should be the aim of a prosperous government to reduce the rates of postage on mail matter whenever practicable. Considering, therefore, the very large revenue derived from the letter-carrier service during the past year, the time seems propitious for a reduction of the postage on local letters to one-half their present rate. I am confident that such a change would result in a very considerable increase in the number of local letters mailed, and that the free-delivery revenue would not be so greatly impaired thereby as to prevent it from again reaching the present amount in a few years.

#### SPECIAL STAMP FOR SPECIAL DELIVERY.

The necessity and demand, in cities, for prompt transmission and delivery of letters passing between business men and others has resulted in the establishment, in many places, of what may be termed letter-express companies, which, by the employment of messenger boys, are enabled greatly to facilitate intercourse of this character among merchants, professional persons, and others engaged in active life. It is done at a small expense and with so much system and promptness as seriously to diminish the revenues of the Department at several letter-carrier offices.

The patronage which is extended to these companies affords evidence that the free-delivery system, notwithstanding its facilities and benefits, has not progressed so far as to meet all the wants of energetic business life in large commercial cities. Therefore further improvement of the service in this particular should, in my judgment, be attempted, not only to prevent a loss of revenue, but with a purpose to make it as useful as possible. I am of opinion that the public have a right to expect that this Department should make the same effort to serve them promptly and faithfully in the transmission and delivery of letters as is done by private parties.

I know of no way in which this can be better accomplished than by the use of a special postage-stamp for letters mailed and intended for special and prompt delivery at free-delivery offices. This stamp should be of the denomination of ten cents, and, when affixed to a letter, in addition to the proper postage charge, should insure for it as speedy a delivery as possible after its reception at any letter-carrier office. This outside distribution could be effected by employing messenger boys, at a small salary, and in such numbers as the circumstances should warrant. I am satisfied such an effort to accommodate the public would still further commend the free-delivery service to its patrons in the large cities where it is in operation.



## SALARIES OF PRESIDENTIAL POSTMASTERS.

The first *annual* adjustment of the salaries of Presidential postmasters was made to take effect July 1, 1884, in accordance with the requirements of the act of Congress approved March 3, 1883.

The gross receipts of the 2,323 Presidential offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33, or 74.8 per cent. of the entire revenue of the Department for the same period. The aggregate salaries of Presidential postmasters amounted to \$3,828,700, or 11.59 per cent. of the gross receipts accruing at their respective offices.

The following tabulated statement shows the results of the *first* adjustment under the new law, which took effect October 1, 1883, and the *first annual* adjustment, from July 1, 1884, viz :

Date.	Number of Presidential offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
Oct. 1, 1883	2, 195	\$3, 707, 500	\$1, 689	\$33, 535, 253 95	11. 06	74. 28
July 1, 1884	2, 323	3, 828, 700	1, 648	33, 031, 697 33	11. 59	74. 80

## CLERKS IN POST-OFFICES.

The appropriation for clerks in post-offices for the present fiscal year is inadequate for the service. The Department has been obliged to make reductions in order to keep the expenditures within the limited appropriation. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small.

The increase of letter-mail occasioned by the reduction of postage, and the extension and growth of the postal service, require, it is estimated, an increase of about twenty per cent. of clerical labor.

Post-office clerks as a rule are not overpaid. Their duties are exacting and require close attention. Separating clerks, or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take proper interest in their work. I hope the estimate for this service for the coming fiscal year will be approved by Congress.

## STANDARD OF WEIGHT FOR FIRST-CLASS MATTER.

I renew the recommendation of my predecessor, that the unit of weight in rating letters and sealed packages (first-class matter) be changed from one-half ounce to one ounce.

By careful investigation in several large offices it is found that less than six per cent. of all the letters conveyed in the mails exceed half an

ounce in weight. It is evident, therefore, that an increase of the unit of weight to one ounce would diminish the revenues but very little, and there is reason to believe this diminution would be more than compensated by the increased postage on small packages, which, heretofore sent as third or fourth class matter, would, in the event of the proposed change, be sealed and sent as first-class matter.

It is also believed the proposed change would result in a material saving of time to post-office clerks, by largely obviating the necessity of examining unsealed packages with a view of detecting written matter, and would diminish the number of losses in small packages, since sealed matter is less liable to loss than that which is unsealed.

#### TRANSMISSION THROUGH THE MAILS OF BOTANICAL SPECIMENS.

At a recent meeting of the American Association for the Advancement of Science, a resolution was passed requesting the Postmaster-General to recommend such changes in existing postal laws as will permit the transmission through the mails of botanical specimens accompanied with the customary written labels, giving name, locality, date of collection, and collector's name, at fourth-class rates of postage.

Under the present law, botanical specimens with printed labels giving the desired information may be sent through the mails at fourth-class rates of postage, but such labels in writing subject the matter to first-class rates. It would seem to be in the interest of science that the law should be amended in this regard, and I so recommend.

I may add that the representatives of this Department to the Congress of the Universal Postal Union, soon to meet at Lisbon, Portugal, will be requested to bring this subject before that body, with a view to having the Paris convention similarly amended in the interest of science.

#### OFFICIAL BONDS.

In his annual report for 1883 the honorable Secretary of War invited attention to the need of legislation upon the subject of official bonds. In speaking of bonds for paymasters he said:

"It would be of great advantage to such officers if they were permitted by law to furnish as security the obligation of some approved guaranty company organized for the purpose of indemnifying employers in this manner. At a small cost to themselves, officers would be saved much repeated embarrassment, and I confidently believe that the security to the Government would be much increased. Doubt is entertained whether, under existing laws, the Secretary of War is authorized to accept as surety any such company, and I have therefore declined to do so. I recommend, however, that the existing laws on this subject be so amended as to authorize the head of a Department to accept corporate as well as individual sureties upon official bonds."

This applies with almost equal force to the officers of the Post-Office Department who are required to give bond. A very large per cent. of

the bonds given by postmasters prove to be worthless, and a great deal of time is consumed by the Department in obtaining a satisfactory bond.

Experience teaches me that in far too large a number of cases the Government fails to recover on the bond of a defaulting officer.

I agree with the Secretary of War, that a more efficient administration would be obtained if corporate surety were allowed in lieu of individual surety. The sense of personal obligation influences the discipline of the service and takes control of the agent, which would be obviated if the officer's position in that respect were independent. In large cities the approval of a great many of the bonds of employes has become, from necessity, so much a matter of form, that, as a natural consequence, the Department may be in receipt of worthless personal bonds, against which at present there is no remedy.

The solvency of individual surety is at all times a matter of uncertainty, and the ability of the bondsman to meet the obligation he assumes is never positively known until action has been taken to recover under the bond, while the evidence of the solvency of a corporation may always be established, and the condition of each bond brought to the attention of the head of the Department annually.

I understand that the system of corporate suretyship has been in successful operation in England for many years, and for the past ten years has been adopted by the Post-Office Department, internal revenue, and high court of justice.

I recommend that the existing laws on this subject be so amended as to recognize the sufficiency of the surety of a properly organized and approved company on the bonds of postmasters, letter-carriers, and such other officers of the Department as are required to give bond.

Under date of July 15, 1882, Postmaster-General Howe, in a letter to the President of the Senate on this subject, said :

"Corporations now exist for the express purpose of furnishing such securities. They exist in New York and in Canada; they are quite common in some countries of Europe. Railway companies already furnish employment for them by requiring their ticket agents, conductors, and other bonded agents to get such a corporation to underwrite for them. It is perhaps not safe to say that such sureties might not be received upon official bonds under the law as it now stands. So far as I know, they have not been so received heretofore. Unless expressly authorized by law, departmental officers will probably be reluctant to accept such security.

"In many ways I am confident it would profit the Government if such suretyship could be employed. Officials are now obliged to appeal to their friends to sign their bonds. Under the existing system of inspection it is impossible to avoid in all cases the acceptance of irresponsible security. Such security is, in fact, accepted in quite too many cases. But if sureties are responsible at the time of acceptance, they are not sure to be so when called upon to respond; or, if they are able

to respond, attorneys are not always vigilant to prosecute nor are marshals to collect; and almost always great pressure is applied to the accounting officers to effect a compromise. If a corporation, whose solvency is guarded by wholesome laws and which underwrites for a consideration, should give the security, all these difficulties would disappear.

"Such a company could no more refuse to respond to a loss by default than to a loss by fire. There is also reason to believe that the supervision of such an underwriter over the habits and conduct of officers would tend to secure a better class of servants. The fact that railway companies seek such sureties upon the bonds of their employes affords a business example which I think the Government might safely follow, if its affairs are to be conducted upon business principles."

I respectfully invite the attention of Congress to this subject.

#### BOXES, BOX RENTS, KEYS, AND KEY DEPOSITS.

Post-office boxes serve a three-fold purpose, to wit: 1st, as an accommodation to box-holders; 2d, as a convenience to postmasters; and 3d, as a source of revenue. They are classed as call-boxes, lock-boxes, and lock-drawers, and are provided in the four following methods, to wit:

1st. At post-offices located in Government buildings, which are furnished by the Treasury Department.

2d. At post-offices of the first and second classes located in buildings provided for by this Department either by lease or by an allowance for rent made to the postmasters.

3d. Under section 4052, Revised Statutes, which provides that box-holders may erect, for their own use and at their own expense, fixtures, which, upon being erected in post-offices, are regarded as the property of the United States. In all other cases the necessary boxes must be provided for and kept in repair by the postmasters themselves.

The revenue derived from the rent of boxes at Presidential post-offices is divided between the Department and the postmasters. The revenue so derived is included in the gross receipts upon which the salaries of postmasters are annually adjusted. At fourth-class offices all box rents go to the postmaster, no part thereof inuring to the Government.

The law providing for the distribution of this revenue takes no account of the ownership of the boxes. In this respect it operates unjustly. Those postmasters who provide their boxes entirely at their own personal expense receive no greater proportion from the proceeds therefrom than do postmasters who are provided with box outfits at the expense of the Treasury or at the expense of the Post-Office Department.

This is not equitable: If the former are sufficiently compensated, the latter receive more than is just. If the latter receive only reasonable compensation, the former are not adequately remunerated. When we consider that boxes are a great labor-saving contrivance to the post-

master, as well as an accommodation to the public, and revenue producers also, it is impossible to find any equitable basis for a claim to a share of the box-rents upon the part of those postmasters who provide neither boxes nor the space occupied by them. On the other hand, it is equally difficult to discover any equitable basis for a claim by this Department to a share in the box-rents at those offices where the Government renders no service and incurs no expense.

In my opinion the law should be so amended as to place the entire box-rent revenue to the credit of the party who provides and maintains the boxes, and who pays the rent of the room or the space occupied by the boxes.

A more practical and a much more just system than the present would be one in which the Post-Office Department should provide the necessary box outfits, pay the rent of buildings, and receive the full amount of box-rents in all the Presidential offices.

In fourth-class offices postmasters should, as now, provide the boxes, pay the rent, and receive the full benefit of all box-rents collected by them.

Section 300 of the Revised Statutes provides that "no box at any post-office shall be assigned to the use of any person until the rent thereof has been paid for at least one-quarter in advance." This provision has been held to apply to fourth-class, as well as Presidential offices, although the Government derives not one farthing of income from the box-rents collected at fourth-class offices, and has no interest whatever in the enforcement of the law in such cases. The postmasters at such offices are the sole beneficiaries. Many such postmasters regard the advantages of box-rents in the delivery of mail as a satisfactory offset to the expense of providing the same.

Many who are merchants as well as postmasters, and whose post-offices are located in their store-rooms, find that by furnishing boxes without cost to the patrons of their offices they may secure and retain many desirable customers in their business. They therefore prefer to furnish boxes free of rent, and in many cases they evade the strict letter of the law, and virtually accomplish their purpose of charging merely nominal rental prices.

Inasmuch as the Department receives no part of the box-rents collected at fourth-class post-offices, there appears to be no good reason why postmasters at such offices should not be permitted to exercise a discretion as to the assignment of boxes for the use of their patrons free of rent when in their judgment it is to their interest to do so. In short, the true policy in this matter would seem to be to encourage the general introduction and extension of such facilities whenever it can be done without cost to the Government and without diminishing its revenue. The final and permanent effect of such a policy could not fail to benefit the service in every respect. In my opinion section 300, Revised

Statutes, should be so amended as to except post-offices of the fourth class.

Hitherto the Post Office Department has attempted to exercise but little supervision of lock-boxes in respect to the character of the locks placed thereon. Postmasters who provide their own boxes have generally been permitted to determine the style and pattern of the locks, the result being, of course, that many boxes have been provided with cheap and comparatively worthless locks that are very little or no protection to the mails placed therein. It is the practice, well nigh universal, to re-rent lock-boxes that become vacant without changing the locks thereon. As there is no possible means of preventing key-holders from procuring duplicate keys from private locksmiths and retaining the same after vacating their boxes, it may happen that there are many keys in existence of which postmasters and present box-holders know nothing. In this way the security of the mails placed in the lock-boxes is jeopardized.

The Post-Office Department neglects no precaution for the protection of mails in transit, and provides, at no inconsiderable expense, the very best and most approved locks for mail bags that are handled only by its sworn agents, while the security of the mails placed in post-office boxes accessible to the general public is left to the caprice and parsimony of postmasters who, in many cases, are not qualified to decide upon the merits of the different locks. In my opinion, the Post-Office Department should be authorized to prescribe the kind of locks that may be placed upon post-office boxes, and postmasters should be forbidden to place any article of mail in a lock-box not secured by a lock approved by the Department.

The strictest regulations concerning the use of keys of lock-boxes should be rigidly enforced. Postmasters are permitted, by present regulations, to exercise their own discretion in respect to deposits for keys provided by themselves, and, on the other hand, they are required, more strictly than ever before, to account to the First Assistant Postmaster-General for all key-deposits actually collected. There seems to be but one thing needed to perfect the present key-deposit system, and that is the authority, by act of Congress, to enable the Post-Office Department to enforce this regulation in the case of retiring postmasters who fail to turn over their key-deposit funds to their successors in office.

The protection of the rights and interests of the patrons of post-offices should be held a sacred duty, and the efforts of the Post-Office Department to bring about such protection should receive the sanction and support of Congress in the enactment of a carefully-prepared statute.

#### LEASES.

I again invite the particular attention of Congress to the subject matter of leasing buildings and premises for post-offices.

The Department has been greatly embarrassed for the want of a well-defined law on this subject. I am of the opinion that it is the duty of the Government to provide buildings and proper facilities for the transaction of postal business.

The records show that roomy, well-arranged and well-furnished offices not only facilitate the transaction of business, but very largely increase the revenues of the Department. Suitable rooms with suitable fixtures can only be secured by leasing for a term longer than that now authorized by law, and longer delay in giving this authority will prove embarrassing to the Department and hurtful to the service.

#### ALLOWANCES FOR THIRD-CLASS OFFICES.

I renew the recommendation made last year that Congress provide for the office rent, fuel, light, stationery, and miscellaneous items at third-class post-offices. I know of no reason why these expenses should not be paid at third-class post-offices as well as at first and second class offices.

#### REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress approved March 3, 1883, as construed by the honorable Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes is now progressing as rapidly as possible with the limited force assigned to that duty.

The period covered by the said act is from July 1, 1864, to June 30, 1874, although under the biennial system of adjustments actual benefits which may accrue to postmasters date from July 1, 1866.

The aggregate additional amount found due to postmasters and ex-postmasters to the present time is \$158,447.73, \$45,213.80 of which has been provided for in "An act making appropriation to supply deficiencies in the appropriations for the fiscal year ended June 30, 1884," approved July 7, 1884, leaving the aggregate amount of \$113,233.93 unprovided for at this time.

The progress of this work to the present time is shown in the report of the First Assistant Postmaster-General.

In connection with this matter I invite the attention of Congress to the subject of fixing a limit to the presentation of claims of this character, and would respectfully suggest that some date in the near future, say January 1, 1886, be fixed as a limitation for the presentation of claims under the said act.

I also recommend that the estimate which has been made in the usual way for a temporary force of ten clerks for this service shall, if approved and authorized by Congress, be made to take effect from the

passage of the act in which the employment of the clerks shall be provided for.

#### INK AND PADS FOR CANCELING PURPOSES.

The appropriations for supplying post-offices, especially those of the fourth class, with ink and pads for stamping and canceling purposes have not been as liberal as the circumstances required. These articles are a necessity in all offices in order that the letters may be properly postmarked and the stamps effectually canceled. It is also desirable that they should be furnished by the Department, instead of by postmasters, and at their expense, as is now frequently the case, in order that uniformity in quality and color of ink used may be secured.

To secure perfect and uniform cancellation, every post-office in the country should be furnished with a complete outfit for that purpose. In addition to this an appropriation should be made for the purpose, and the Department should be empowered to procure the very best quality of indelible canceling ink, and furnish the same to every post-office. In no other way can the confusion and delay in the transmission and delivery of mail matter be remedied, and the loss of revenue to the Department from imperfect cancellation be saved.

#### EXTENT AND COST OF TRANSPORTATION, JUNE 30, 1884.

The statistics of the inland mail service, June 30, 1884, are as follows:

The number of routes in the star service was 11,729; the length of the routes, 226,779 miles; the annual transportation, 81,109,052 miles at a cost of \$5,089,941, being about 6.28 cents per mile.

The number of routes in the steamboat service was 117; the length of the routes 15,591 miles; the annual transportation, 3,882,288 miles, at an annual cost of \$596,573, being about 15.37 cents per mile.

The number of routes in the railroad service was 1,573; the length of the routes, 117,160 miles; the annual transportation, 142,541,392 miles, at a cost of \$15,012,603 (exclusive of \$3,979,362 for railway postal clerks), being about 10.53 cents per mile.

There were 4,908 contractors for carrying the mails on inland routes. The number of offices supplied by mail messengers was 5,295, at an annual cost of \$863,313.

The number of special offices was 2,423, each office being supplied by a special carrier whose compensation is not to exceed two-thirds of the salary of the postmaster.

An exhibit of the service, with tabular statements, appears in the report of the Second Assistant Postmaster-General, hereto annexed.

#### STAR SERVICE.

The star service is maintained with as much efficiency as is attainable under existing laws. There is need of new legislation touching this branch of the service, and I approve and strongly commend to the



favorable notice of Congress the bill prepared to meet this need by the Second Assistant Postmaster-General, which will be found in detail in his report. He is, from long experience, familiar with the needs of this service, having been instrumental in effecting already many reforms, and from these facts his comments upon the bill deserve due consideration.

The bill referred to aims to prevent the continuance of certain abuses in this branch of the postal service. If it should become a law it would have the effect of breaking up what is known as speculative bidding, which now secures, as shown by the Report of the Second Assistant Postmaster-General, "over three-fourths of the routes annually advertised," greatly to the detriment of the service. It would throw the contracts for carrying the mails, in great part, into the hands of persons residing on, or in the vicinity of, the various routes to be let, resulting in most instances in a vastly more efficient service. These desirable ends, together with the removal of some needless restrictions which now work to the disadvantage of both the carriers and the Government, will be attained by the passage of this bill, which has my unqualified approval as being in a line with other previous reforms in the star service.

The average annual cost of the star service for five years preceding 1884 has been \$6,194,802, with an average mileage of 75,960,055 miles, at a little over 8 cents per mile.

For the year ended June 30, 1884, the cost of the star service was \$5,089,941, with a mileage of 81,109,052 miles, at a cost of about 6½ cents per mile. In other words, a large increase in the mileage has been accompanied with a very great reduction in the cost—the cost per mile being reduced nearly 24 per centum.

Section 620 of the regulations of 1879, which prescribed a method of adjusting compensation for expedition, has been rescinded, because it grew out of an unwarranted construction of the statute and was deemed unsafe.

The recommendations of the Second Assistant Postmaster-General in reference to the legislation that is needful are so moderate and yet so necessary that I am certain the star service will not attain to any higher grade of perfection until this legislation is effected.

#### RAILWAY SERVICE—ESTIMATES FOR PREVIOUS YEARS.

I would call attention to the difference that has existed in previous years between the estimates and the appropriations for railway transportation.

In practice, section 3679 Revised Statutes, which requires the Department to keep expenditures within the appropriations, has been inoperative so far as the railway mail transportation is concerned. An examination of the estimates submitted and the amounts appropriated since 1880 will disclose a wide divergence between the respective sums. There has resulted the necessity for a series of deficiency appropri-

tions which delay from nine to fifteen months the payments for regular service duly performed. This is neither business-like in the Department nor fair to the carriers, and can easily be corrected by annual appropriations sufficient to cover the cost of the whole service.

#### REVISION OF LAWS GOVERNING POSTAL TRANSPORTATION BY RAILROADS.

Since the last annual report the report of the committee on the revision of laws governing postal transportation by railroads has been submitted. This report has been printed, and its leading recommendations embodied in a bill which is now before Congress. The Second Assistant Postmaster-General has made an elaborate analysis of this whole question in a paragraph in his report, entitled "Railroad Rates," to which I would call careful attention. The largest single item of expenditure annually is for railway mail service, and it is important that the rates paid should be arrived at by some equitable method.

In 1834 the mails began to be carried on the railroads, and in the intervening fifty years legislation has touched this subject but four times; once (in 1838) to pay not more than 25 per centum above what stage-coach service would cost; once (in 1839) to fix a maximum of \$300 per mile; once (in 1845) to classify the roads and pay \$50, \$100, and \$300 per mile, with 25 per centum additional if one-half the service were performed at night; and again (in 1873) the present method was enacted. This system is an improvement on what went before, but is still objectionable, since it undertakes to pay for weight chiefly, and yet, as will be seen in the section of the Second Assistant Postmaster-General's report already referred to, the pay per ton per mile ranges from 8 to 96 cents. And this wide inequality is made greater by reason of the fact that the low rate of pay does not correspond to a low grade of service, nor the high rate to a high grade of service, but the reverse.

Manifestly there is need of once more revising this most important work, and I would strongly recommend that the bill proposed be given careful consideration, that, for the sake of economy and justice, this measure may become the law for the future guidance of this Department.

#### RAILWAY MAIL SERVICE.

All railway postal clerks are appointed for a probationary period of six months, during which time their fitness and capacity for the service are tested. They are examined monthly as to their knowledge of the postal laws and regulations, as well as the practical workings of their office. If, at the expiration of this probationary period, they have proven themselves competent, they are given a full appointment at class one. After an appointment in class one, all clerks are promoted, according to merit, when vacancies occur.

It usually takes a clerk several years to work his way up to class five, which is the highest grade. The clerks of this class are in charge

of an office in a car which is known as a railway post-office, and usually have several clerks under their direction.

There are at the present time about four thousand clerks in the railway mail service, many of them having been so employed a great number of years. The amount of special study that these clerks have devoted to the duties of their office would have made them proficient in almost any of the professions of life.

In the very nature of the case, the places of these skilled clerks, who have made their work a life study, cannot be filled with new appointees without great detriment to the service. The injustice to the men themselves might be left out of the question, but the system by which they have fitted themselves for their posts, and the maintenance of a good service, demand that this branch of the postal service be continued in the line of its present successful development.

As experienced clerks are absolutely indispensable to an efficient service, it could not do other than work confusion and delay to the whole mail system of the country if the present force should be set aside and new and inexperienced men be put in their places. About thirty per cent. of all clerks appointed fail to pass satisfactory examinations, and are retired. It will thus be seen that a far greater number of clerks have been appointed than are now in the service; but by this sifting process the Department has secured the most active and efficient clerks. And I venture to say that no more worthy, competent, and efficient corps of men can be found in any branch of the Government service.

During the past twelve years not a single clerk has been removed without good cause, and that cause has been incompetency, intemperance, or neglect of duty. By such means the clerks have, in great measure, felt secure in their tenure, and have devoted themselves with all energy to the best interests of the service. And, as the retention of the present force of postal clerks is essential to the integrity of the mail service—if the tenure of this class of employes cannot be made secure under the civil service law now on the statute books—I would recommend that Congress enact a law whereby railway postal clerks shall be secure in their positions, and be liable to removal only for one of the following causes, viz, incapacity for the duties of the office, disobedience of official instructions, inattention to or neglect of duty, intemperance, or conduct unbecoming a gentleman. Through such permanency the present method would be complete, and, with this safeguard thrown around them, the postal clerks would feel that they could give up all thought of other employment and devote all of their active life to the perfection of this branch of the public service, which now presents a good illustration of practical civil service, and needs only permanency to perfect it.

For years promotions have been made on merit alone. All the officers have worked their way up from the lowest grade to their present

positions, so that each and every man holds his situation by reason of his competency and thorough knowledge of the service.

I have dwelt in detail upon this feature of the needs of the Railway Mail Service because I deem it important. The present General Superintendent of the Railway Mail Service has frequently urged that this measure of permanency in appointment is necessary to the perfection of the mail service, and one of my predecessors transmitted a bill to Congress with his approval embodying the main features here set forth.

#### FAST MAIL SERVICE.

During the past year the service on the trunk lines has been very materially improved.

For some years the New York Central and Hudson River Railway and the Lake Shore and Michigan Southern Railway have been running a fast mail train, leaving New York at 8.50 p. m. and arriving at Toledo, Ohio, at 4.55 p. m. of the following day, making connection with the fast mail train on the Wabash, Saint Louis and Pacific Railroad, and a direct connection for Saint Louis. The mails for Chicago and the West, which formerly arrived at Toledo on this train, were held there about three hours and taken on a slow train to Chicago, arriving there at 6 a. m.

Commencing Sunday, March 9, 1884, an arrangement was made with the Lake Shore and Michigan Southern Railway Company whereby the train leaving New York at 8.50 p. m. was continued through from Toledo to Chicago as a special fast mail train, arriving at the latter point at 12.35 a. m. In connection with this an arrangement was made with the Chicago, Burlington and Quincy Railway Company to put on a special fast mail train to leave Chicago at 3 a. m., arriving at Omaha at 7 p. m. of the same day. This arrangement went into effect March 11, 1884.

The Chicago, Milwaukee and Saint Paul Railway Company also put on a fast mail train, leaving Chicago at 3 a. m., arriving at Saint Paul at 3.30 p. m. and at Minneapolis at 4 p. m. This train commenced running March 13, 1884.

In connection with the fast mail train on the Chicago, Burlington and Quincy Railway, the Illinois Central Railway Company changed the schedule of its main line so as to make a close connection with the fast mail on the Chicago, Burlington and Quincy Railway, north and south, at Mendota, Ill., and extended its through train from Freeport, Ill., to Dubuque, Iowa, connecting at the latter point with the train for La Crosse, Wis.

These changes on the several roads materially benefit all the Western States and Territories.

By a change of schedule secured upon the Union and Central Pacific railways, which took place soon after the establishment of the fast mail upon the Chicago, Burlington and Quincy Railway, a gain of one business day was made in the delivery of mails at San Francisco. The mail

leaving New York by the evening dispatch arrived in San Francisco at 7.40 a. m. instead of at 8.40 p. m., as formerly. Since that time the schedule has been changed, and this mail now arrives at San Francisco at 11.10 a. m.

The mail for Saint Paul and Minneapolis city delivery is assorted on the fast-mail cars before arrival at those places and given to the carriers at the depot, thus enabling them to make their delivery before the close of the business day. This is a material expedition, as this mail under the old arrangement would not arrive at those places until the next day. A change of schedule was secured on the Northern Pacific Railway, whereby its train left Saint Paul on arrival of the fast mail, making a gain of one full day at Portland, Oreg., and intermediate points.

#### SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the present year is \$250,000. This amount, in my opinion, is being economically and judiciously expended, and great benefit accrues to the public by the expenditure. I therefore recommend a continuation of the appropriation for the coming year, with the increase recommended by the Second Assistant Postmaster-General, making a total of \$266,764.50. In my opinion the fast mail system should be continued and extended as rapidly as circumstances will permit.

#### FOREIGN MAIL SERVICE.

The total weight of the mails dispatched to Postal Union countries, exclusive of Canada, during the last fiscal year was 1,215,572,391 grams, or 2,679,851 pounds, an increase of 146,861 pounds over the preceding year. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds, an increase compared with the preceding year of 16,412 pounds of letters and post-cards, and 130,448 pounds of printed matter and samples. Compared with the weights for the fiscal year 1883 the percentage of increase for letters and post-cards is 3.41 per cent.; for printed matter and sample mails, 6.36 per cent., and for all the mails 5.8 per cent.

Of the correspondence dispatched 39.77 per cent. of the letters and post-cards and 40.92 per cent. of the printed matter, samples, &c., were sent in mails to Great Britain; 23.14 per cent. of the letters and post-cards and 17.28 per cent. of the prints, samples &c., were sent in mails to Germany; 28.86 per cent. of the letters and post-cards and 20.65 per cent. of the prints, samples &c., were sent in mails to other countries of Europe and Turkey in Asia, and 8.23 per cent. of the letters and post-cards and 21.15 per cent. of the prints, samples &c., were sent in mails to Postal Union countries of the western hemisphere (excepting Canada), the Pacific Ocean, Asia (excepting Asiatic Turkey), and Australasia.

The cost of the ocean transportation of mails to and from foreign ports was \$332,221.21, an increase of \$15,699.08, or nearly 5 per cent. over the cost of the same service in 1883. Of this amount \$275,962.74 was for trans-Atlantic service, \$19,125.73 for trans-Pacific service, and \$37,132.69 for West Indian, Mexican, Canadian, Newfoundland, and Central and South American service.

For the territorial and maritime transit of United States mails forwarded through intermediary Postal Union countries during the year there has been allowed, in accounts settled with said countries, the sum of \$30,379.00, and for the United States territorial and maritime transit of the mails of other countries this Department has received credit in such accounts for the sum of \$105,623.51, of which \$102,867.42 was for the trans-continental transit between New York and San Francisco of the British and Australian closed mails.

A count of mail matter exchanged with foreign countries, taken during seven days in each of the months of October, 1883, and April, 1884, furnishes the following approximate estimate of the foreign mail exchanges during the last fiscal year:

Total number of letters sent.....	33, 328, 014
Total number of letters received.....	28, 404, 035
Total number of packets of newspapers, other printed matter, business papers, and samples of merchandise sent.....	21, 009, 512
Total number of such packets received.....	22, 267, 345
Total number of registered packages sent.....	574, 576
Total number of registered packages received.....	666, 971
Total number of postal cards sent.....	1, 672, 458
Total number of postal cards received.....	1, 288, 673
Prepaid postages on letters sent.....	\$1, 511, 947. 80
Prepaid postages on printed matter, &c., sent.....	\$468, 293. 46
Registration fees on packages sent.....	\$57, 457. 60
Unpaid postages on letters and other matter received.....	\$134, 481. 17
Total postages and registration fees collected in the United States....	\$2, 198, 029. 00

It is also shown by this count—

1. That of the correspondence exchanged in both directions, 54 per cent. of the letters, 56 per cent. of the post cards, 49 per cent. of the newspapers, other prints and business papers, and 36 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent from the United States were fully prepaid, 1.9 per cent. were unpaid or insufficiently prepaid, and 45 per cent. were free of postage.

3. That 95 per cent. of the letters received from foreign countries were fully prepaid, 4.65 per cent. were unpaid or insufficiently prepaid, and 35 per cent. were free of postage.

4. That the amount of postage collected in the United States on unpaid or partially prepaid mail matter received from abroad was nearly 84 per cent. of the total unpaid postage, and \$108,637.20 in excess of the amount of the unpaid postage on mail matter sent.

## POSTAL CONVENTION WITH MEXICO.

I had the satisfaction of concluding, on the 20th of October last, with Señor Romero, the Mexican minister, a special postal convention with Mexico, the terms of which had been arranged by my immediate predecessor, Postmaster-General Gresham, and Minister Romero, representing the Mexican Government.

This convention requires ratification by the President and Congress of the Mexican Republic and approval by the President of the United States, and provides for going into operation January 1, 1885. It will materially improve and facilitate postal intercourse between the two countries by its application, to the international exchanges, of the domestic postal regulations and conditions of either country, and dispensing, consequently, with the necessity for the special exchange treatment of mail matter required under the regulations of the Paris convention, and which can only be applied by exchanging post-offices in either country at which the mails must necessarily be detained for such treatment, thereby suffering loss of expedition.

A special arrangement has been concluded with the postal administration of the Argentine Republic increasing the limits of weight and dimensions of packets of samples of merchandise exchanged in the mails between that Republic and the United States from 250 grams (8½ ounces) in weight, and 20 centimeters (8 inches) length, 10 centimeters (4 inches) breadth, and 5 centimeters (2 inches) depth, as prescribed by article 5 of the convention of Paris, to 350 grams (12 ounces) weight, 30 centimeters (12 inches) length, 20 centimeters (8 inches) breadth, and 10 centimeters (4 inches) depth.

A copy of this arrangement is appended (see p. —, Appendix).

## IMPROVED SERVICE BETWEEN THE UNITED STATES AND MEXICO.

In consequence of the inauguration of Mexican postal services on the railway lines connecting at the frontier with United States railway mail services, particularly on the line which connects the two countries at El Paso, Tex., and furnishes an unbroken railway route between Vera Cruz, by the way of Mexico City, and the United States, the mails to and from nearly all points in Mexico are now exchanged by railway. Heretofore the great bulk of mail matter was conveyed by sea to and from Vera Cruz, requiring more than twice the time for the transit now taken. This change and the further improvement of Mexican interior postal services which may be confidently looked for in the near future, together with the putting into operation of the special international postal convention elsewhere noticed, will complete a system of postal intercourse between the two republics indispensable to their growing commercial relations, and promotive of international amity.

A new steamship service between New Orleans, La., and Colon, United States of Colombia, touching at ports on the east coasts of Costa Rica

and Nicaragua, recently started, has been employed to a limited extent for the conveyance of mails to the ports alluded to. The shorter route and trips of this service, as compared with the service between New York and Central American ports, make its use for mail conveyance very desirable, should it be permanently established with regular periods of dispatch, in which case the mails for Central and South America originating in the southern and southwestern portion of the United States would be more advantageously forwarded by way of New Orleans than from New York.

#### EXPEDITION OF THE MAILS TO ENGLAND.

There has been some correspondence between this Department and the general post-office department of Great Britain relative to improving the mail service from that country to the United States.

All mails from New York to Great Britain are forwarded by the steamers which promise the speediest delivery of the mails, without regard to what line the steamer belongs to or the day of sailing.

On the other side a different practice has prevailed, the British mails for this country being dispatched on stated days and by particular steamers without regard to their rate of speed. The result has been that United States mails for Great Britain are generally delivered more speedily than those from that country to this, and it frequently happens that goods ordered from England by American merchants are received some days in advance of the mail containing the invoices. An effort was recently made by the British Department to improve their service in this regard, but it was not successful. In a letter addressed to the late Hon. Henry Fawcett, British Postmaster-General, on the 20th of September, 1884, his attention was respectfully called to the disadvantages resulting to commerce from not sending the mails by the fastest steamers. In his reply, dated October 9, that eminent official—whose recent death Americans in common with his own countrymen deplore—says:

“I need hardly say that it is equally a source of regret to Her Majesty’s Government and to myself personally that our efforts to carry out this desirable change have resulted in temporary failure, owing to some of the principal steamship companies on the Atlantic line refusing to tender their ships for mail service under the altered conditions proposed by the post-office. It was absolutely impossible, with the offers received, to provide an efficient mail service on the days fixed by this Department as most convenient to the public; and in the circumstances, I found it necessary to renew for twelve months the mail agreement which has for some years existed with the Cunard, Inman, and White Star Companies. I still hope to be able to improve the service at no very distant date.”

It is hoped that the untimely death of Mr. Fawcett will not prevent this desirable reform in the British mail service from being pressed to a successful conclusion.



## COMPENSATION TO AMERICAN VESSELS CARRYING THE MAILS.

The compensation for transporting the mails to foreign ports by American vessels has always been restricted to a sum not exceeding the sea and inland postage, and the authority for the payment of even that inadequate compensation has been removed. For many years the proprietors of American steamships carrying our mails to distant ports have complained of the insufficiency of the compensation allowed for that service. I am firmly of the opinion that the sea and inland postage is not a reasonable compensation to such lines of American steamships as carry our mails over routes of great length to trans-Pacific, Central, and South American ports. •

I am not alone in this opinion. At the second session of the Forty-seventh Congress, Mr. Dingley, from the Joint Select Committee on American Shipping, on the 15th of December, 1882, submitted a report of a joint committee of the Senate and House, in which they unanimously reported as follows :

“The law as it exists (section 3976, Rev. Stat.) compels the master of every American vessel engaged in the foreign trade to carry such United States mails as may be tendered him by the Post-Office Department, and allows him as compensation for such service a sum not exceeding two cents per letter carried. In no case is this an adequate compensation, and in some instances it does not pay the cost to the vessel of delivering the mails at the post-office in the port of arrival. The pay to United States vessels in the foreign trade for transporting the mails in 1880 was only 2½ cents per mile, while at the same time the steamers on our coast which contracted to carry the mails received 57½ cents per mile for mail service. The contrast between our inadequate mail pay to American vessels engaged in the foreign trade and the very liberal mail pay given by Great Britain to her steamship lines only serves to show more clearly the injustice and unwisdom of our policy. Since 1840 England has paid more than \$250,000,000 for mail service, with the deliberate purpose of establishing and maintaining steamship lines to connect the United Kingdom with all parts of the world. Even in the last year she paid about \$3,000,000 to her steamship lines for mail service, which was \$1,641,300 more than she received from mail matter transported by them.”

It is not my purpose to recommend any one of the different measures now pending before Congress in which provision is made for compensating the owners of American vessels for transporting the mails, but to call attention to the embarrassment placed upon the Department by the repeal of sections 3976 and 4203, Revised Statutes, and to suggest that some measure be speedily adopted that will give the Postmaster-General power to enter into contract with American vessels carrying the mails from and after April 1, 1885.

Under existing laws the Postmaster-General has very large discretionary power in regard to the inland mail service, with authority to contract for, to expedite, and, under certain circumstances, to increase or reduce the compensation therefor, as the good of the service or the public interests may require. By analogy there would seem to be no impropriety in vesting the Postmaster-General with a like discretionary authority, under carefully guarded legislation, in regard to the transportation of our foreign mails.

A fair compensation for carrying the mails to the owners of American vessels plying between our own and foreign ports will, in my opinion, do much to encourage the establishment of American lines of ocean steamers, and advance, in a very large degree, the commercial prosperity of this country.

#### UNIVERSAL POSTAL UNION.

The adjourned meeting of the Congress of the Universal Postal Union, originally fixed to be held at Lisbon, Portugal, in May last, afterward postponed until October 1, last, and subsequently further postponed in consequence of the prevalence of cholera in portions of Europe, will meet in the city named on the 3d of February next, for the purpose of improving the system of the Union in the light of the experience of its practical workings during the last nine years. Many important modifications of the Paris Convention and regulations are proposed for consideration and decision by the Congress, and the United States has special interest in most of them. Hon. William T. Otto and James S. Crawford, esq., superintendent of foreign mails of this Department, have been appointed the delegates to represent the United States in said Congress.

#### THE AUSTRALIAN MAILS.

I invite attention to the subject of the mail steamship service between San Francisco and the Australian colonies, which was the subject of extended remark by Postmaster-General Gresham in his report for 1883. The contract for this service between the colonies of New South Wales and New Zealand and the Pacific Mail Steamship Company, which was renewed to go into operation in November, 1883, contains a provision to the effect that New South Wales may withdraw from the contract at the end of twelve months in the event of the Pacific Mail Company not having obtained from the United States Government, or from other sources, a contribution equal to one-third of the total annual subsidy (£50,000) for the contract, and in diminution of the contribution payable by the contracting colonies respectively. The interest of New South Wales in this mail service is naturally much diminished since it entered into contract for a service by the way of Suez, and thus secured a weekly mail service by British steamers between England and Australia.

It seems to be very evident that American aid and a lessening of the time of the service by the way of the San Francisco route, by which it will be made the most expeditious, will be necessary to the maintenance of the latter route, in the continuance of which, for commercial reasons, the United States is largely interested.

#### MAIL DEPREDACTIONS.

The chief Post-Office Inspector sets forth very fully the operations of this branch of the service. The duties devolving upon the Inspector's force are as important as they are difficult and intricate to perform. They are, or should be, the trusted and confidential agents of the Postmaster-General. On these officials must the head of the Department rely to a very great extent in his efforts in behalf of the purity and efficiency of the service. They should be selected not because of the political influence they may be able to bring to bear upon the appointing power, but with an eye single to their special qualifications and fitness for the work required of them.

The total number of cases referred to inspectors for investigation during the year was 50,410; the total number of arrests made for violation of postal laws was 756.

#### THE POSTAL MONEY-ORDER SYSTEM.

At the close of the last fiscal year there were 6,310 money-order offices, an increase of 383 over the previous year. Their transactions aggregated \$122,121,261.98 in domestic money-orders issued and \$121,971,082.80 in domestic orders paid and repaid, \$7,688,776.53 in international orders issued and \$3,571,066.36 in international orders paid and repaid, the total issues being \$129,810,038.51 and the total payments and repayments \$125,542,149.16. There were received from the public fees amounting to \$950,065.79 on domestic orders issued and to \$170 102.35 on international orders issued, a total of \$1,120,168.14. These totals show gains over the fiscal year 1882-'83 of 4.08 per cent. in the domestic business, and 4.54 per cent. in the international business, and losses of 13.77 per cent. in domestic fees, and .08 per cent. in international fees.

The gross revenue for the year from domestic business was \$241,741.84; from the international money-order business for 1882-'83 it was \$128,665.64, and for 1883-'84 \$115,191.21. After deducting all ascertainable expenses of every kind there was a net profit of \$244,856.81.

#### POSTAL NOTES.

The following statistics of the postal-note business for the first ten months of its operation, from September 3, 1883, to June 30, 1884, are interesting, inasmuch as they exhibit the large field which this new means of remitting small sums has already occupied, and show the re-

lation, in extent of business done, between the postal notes and the money-orders:

Number of postal notes issued.....	3,689,237
Amount of postal notes issued.....	\$7,411,992 46
Number of postal notes paid.....	3,350,314
Amount of postal notes paid.....	7,155,379 52
Amount of postal notes repaid.....	98,741 43
Amount of fees received.....	110,222 88

(Of the total number of transactions the money-orders comprised 68 per cent. and the postal notes 32 per cent. The revenue derived from postal notes up to the close of the fiscal year amounted to \$33,893.39.

#### MONEY-ORDER FEES AND CLERK-HIRE.

I cannot too strongly urge upon Congress the necessity of so amending the law as to permit the depositing of all fees received from the issue of money-orders and postal notes in the Treasury with other postal receipts. Under a construction of the present law a clerk in a post-office paid from the regular allowance for clerk-hire made by the First Assistant Postmaster-General is not permitted to do any part of the labor required in making out and paying money-orders. This is absurd. Postmasters at first, second, and third class offices should not be allowed any portion of the money-order and postal-note fees. These fees should go entire into the receipts of the various offices, and a sufficient allowance should be made for clerical assistance, without reference to the class of work performed.

#### A CHANGE IN THE POSTAL-NOTE SYSTEM.

I fully approve the Superintendent's suggestion that the law authorizing the issue of postal notes be so amended as to permit such notes to be drawn payable, like money-orders, to a designated individual or his indorsee, when the purchaser desires it. This may be accomplished by authorizing the issue of an advice at the request of the purchaser, which shall make the note payable only to the person named therein or his indorsee, and such advice, it is thought, may conveniently be drawn upon a "penalty card," to be sent in the open mail without envelope, like a return registry receipt. An advice should be issued only when the remitter of a note desires it, and in all other cases postal notes would be payable to the bearer, a feature which, it is believed, is very acceptable to a large class of the patrons of the system, inasmuch as it obviates the necessity of identifying the holder at the office of payment. Whenever an advice would be issued it would be necessary to keep at the office of issue and of payment a record of the name of the remitter and that of the payee of the note, by means of which record a claim to ownership could be established.

## REDUCTION OF MONEY-ORDER FEES.

I also concur in the recommendation of the Superintendent that the fee for money-orders not exceeding \$5 be reduced from 8 cents to 5 cents. From the statement in tabular form annexed to his report it appears that, of the money-orders paid at ten large representative post-offices, five Northern and five Southern, during the week ended October 25, 1884, 359 in every 1,000 orders were for sums not exceeding \$5. Assuming this ratio to hold good throughout the United States, a reduction of the fee on such orders to 5 cents would have occasioned last year a loss of \$84,282.72; a loss which the system, with its present revenue, can well afford.

## POST-OFFICE DEPARTMENT BUILDING.

The attention of Congress is invited to the necessity of providing additional accommodations for this Department by the extension of the present building. A bill was introduced in the Senate May 15, 1882, and reported, with amendments, from the Committee on Public Buildings and Grounds, June 15, 1882 (Senate bill 1879, Forty-seventh Congress, first session), to provide for the purchase of a site upon which to erect an extension of the Post-Office Department building. The bill gave authority to purchase or take for the public use that portion of Eighth street, between E and F streets northwest, and also the square numbered 406, bounded by E and F, and Eighth and Ninth streets northwest.

I urgently recommend that the relief sought by this bill be granted by Congress. The present building is now, and has been for a considerable period, totally inadequate to the needs of the service. Business in two divisions of the Department is now conducted in two buildings rented for the purpose, and in one of these the space is already insufficient. It is unnecessary to point out the disadvantages under which the work of the Department is carried on with two divisions located at a distance from each other, and the still greater detriment of having other divisions, or portions of them, removed to rented premises if additional space is not soon provided.

The continued overcrowding of rooms entails impediments to the proper transaction of business. The space required for the storage of the rapidly increasing volume of files and records has been exhausted.

The plan contemplated by the bill referred to was the extension of the present building over the whole of the square mentioned, and an addition to the height of the structure. Provision could thereby be made for the use of a part of the building for the post-office of the city of Washington, giving a central and otherwise convenient location, ample room, with excellent facilities for distribution and other clerical

work, and equal facilities for the receipt and dispatch of mails by wagons.

Prompt action is necessary, because considerable time must necessarily elapse, under the most favorable conditions, before the whole or a part of the extension can be completed and be made available for the use of this Department.

FRANK HATTON,  
*Postmaster-General.*

The PRESIDENT.



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**ESTIMATES**

**OF THE**

**APPROPRIATIONS FOR THE POSTAL SERVICE**

**FOR THE**

**FISCAL YEAR ENDING JUNE 30, 1886.**

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# ESTIMATES

## OF THE

### APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1886.

#### OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c .....	\$250,000 00
Advertising .....	20,000 00
Miscellaneous items in the office of the Postmaster-General .....	1,500 00

#### OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters .....	13,000,000 00
Compensation to clerks in post-offices .....	5,300,000 00
Payment to letter-carriers and the incidental expenses of the free-delivery system .....	4,535,000 00
Wrapping-paper .....	35,000 00
Twine .....	95,000 00
Marking, rating, and canceling stamps, and ink and pads .....	25,000 00
Letter-balances, test-weights, and scales .....	20,000 00
Rent, light, and fuel for post-offices .....	500,000 00
Office furniture .....	40,000 00
Stationery in post-offices .....	65,000 00
Miscellaneous and incidental items .....	80,000 00

#### OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland mail transportation—railroad routes .....	15,684,205 00
Inland mail transportation—steamboat routes .....	615,000 00
Inland mail transportation—star routes .....	5,900,000 00
Railway post-office-car service .....	1,875,000 00
Necessary and special mail facilities on trunk lines .....	266,764 50
Compensation to railway-postal clerks .....	4,682,300 00
Compensation to mail messengers .....	975,000 00
Mail locks and keys .....	20,000 00
Mail bags and mail-bag catchers .....	275,000 00
Miscellaneous items .....	1,000 00

#### OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage stamps .....	174,000 00
Postage-stamp agency .....	8,160 00
Stamped envelopes and newspaper wrappers .....	749,000 00
Stamped-envelope agency .....	16,000 00
Postal cards .....	239,000 00
Postal-card agency .....	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	140,000 00
Ship, steamboat, and way letters .....	2,000 00
Engraving, printing, and binding drafts and warrants .....	2,000 00
Miscellaneous items .....	1,000 00

## REPORT OF THE POSTMASTER-GENERAL.

## OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	\$425,000 00
Balances due foreign countries.....	75,000 00
Total .....	<u>56,099,169 50</u>

## POSTAL REVENUE.

Estimated amount which will be provided by the Department from its own revenues, viz:

Ordinary postal revenue.....	\$50,872,820 24
Money-order receipts.....	400,000 00
	<u>51,272,820 24</u>

## DEFICIENCY IN POSTAL REVENUE.

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury..... 4,826,349 26

FRANK HATTON,  
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,  
November 10, 1884.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., November 10, 1884.

SIR: In compliance with your directions I have compiled and herewith beg to submit for your action table of estimates of appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886. The papers from the several Bureaus, marked from A to E, upon which the table was prepared, are also inclosed.

Very respectfully, &c.,

A. D. HAZEN,  
Third Assistant Postmaster-General.

HON. FRANK HATTON,  
Postmaster-General.

A.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
Washington, D. C., October 9, 1884.

SIR: In response to your communication of recent date, I submit herewith estimates of the amounts required to be appropriated for the office of the Postmaster-General for the fiscal year ending June 30, 1886:

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys .....	\$250,000
Advertising .....	20,000
Miscellaneous items in office of Postmaster-General.....	1,500
Total .....	<u>271,500</u>

Very respectfully,

C. M. WALKER,  
Chief Clerk.

MADISON DAVIS, Esq.,  
Acting Third Assistant Postmaster-General.

## B.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 30, 1884.

SIR: I submit the following estimates of the appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1886:

For compensation to postmasters.....	\$13,000,000
For clerks in post-offices.....	5,300,000
For free-delivery service.....	4,535,000
For rent, light, and fuel.....	500,000
For office furniture.....	40,000
For stationery in post-offices.....	65,000
For miscellaneous and incidental items.....	80,000
For wrapping twine.....	95,000
For wrapping paper.....	35,000
For letter balances, scales, and test weights.....	20,000
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes.....	25,000
<b>Total.....</b>	<b>23,695,000</b>

This amount is \$3,495,976.17 more than the expenditures (\$20,199,023.83) for the past fiscal year, and \$2,980,000 greater than the appropriation (\$20,715,000) for the current year.

#### COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, expenditures, and deficiencies for this item for the two past fiscal years:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$8,800,000 00	\$10,134,094 25	13.1
Appropriations.....	8,800,000 00	{ 9,250,000 00 }	19.6
Expenditures.....	10,815,394 46	{ 1,700,000 00 }	8.5
Deficiencies.....	1,815,394 46	11,283,830 87	77.9

The appropriation for the current year for this item is \$11,000,000, while the estimate submitted was \$10,134,094.25. This appropriation is \$283,830.87 less than the expenditure for the fiscal year 1883-'84. The expenditures for the last fiscal year exceeded those for the previous year in the sum of \$968,436.41 or 8.5 per cent. It was estimated in the last annual statement that, unless Congress should make an additional appropriation for this purpose the deficiency for 1883-'84 would be about \$2,000,000. That body became satisfied, after full investigation of the matter, that the original appropriation of \$9,250,000 was insufficient, and, on the 7th day of July last, appropriated the further sum of \$1,700,000 for this item, making \$10,950,000 in all for the last fiscal year. Notwithstanding this action the amount was inadequate, and a deficiency exists for the year of \$333,830.87.

The causes for this great increase (\$968,436.41) of the expenditures for the year 1883-'84 over those of 1882-'83 are known to have been mainly the reduction in the letter rate of postage and the increased rate of commission paid to postmasters, both of which were in full effect during the last nine months of the past fiscal year.

## COMPENSATION TO POSTMASTERS.

For third quarter 1883, ended September 30 .....	\$2,908,654 19
For fourth quarter 1883, ended December 31 .....	2,744,327 56
For first quarter 1884, ended March 31 .....	2,888,040 46
For second quarter 1884, ended June 30 .....	2,792,808 66
<b>Total .....</b>	<b>11,283,830 87</b>

It will be seen that the largest quarterly expenditure for the year was that for the one ended September 30, 1883, which is accounted for by the fact that for the period named postmasters were receiving the new and increased commissions upon the old or 3-cent letter rates, which was not the case during the remainder of the year. With present information it is difficult to account for the great variation in the amounts expended for the last three quarters; but it may, in part, be attributed to the depression in business which has prevailed in different parts of the country.

From the above statement, it will be observed that the quarterly expenditures for compensation of postmasters for the year 1883-'84 do not furnish any reliable basis for an estimate for the item for 1885-'86. It will be seen, however, that the increase of the expenditures (\$11,283,830.87) for the fiscal year 1883-'84 over those (\$10,315,394.46) for the year 1882-'83 was \$968,436.41, or about 8.5 per cent. Estimating the increase for the current year at the same per cent., and on the expenditures of the past year, we have an estimate for compensation to postmasters for the present year \$12,242,956.49, which is \$8,043.51 less than the estimate for 1884-'85, which was submitted in the statement of this office last year. On the presumption that the increase of expenditure for this item for 1885-'86 will be at least 9 per cent. greater than the estimated expenditure (\$12,242,956.49) for 1884-'85, it would make as the possible expense for compensation to postmasters for the year 1885-'86, the sum of \$13,344,822.57.

In view, however, of the greatly reduced receipts of the Department for the past fiscal year, and the possible continuance of the depression in business for some months longer, I do not feel warranted in placing the estimate for this item for the fiscal year 1885-'86 at a higher amount than \$13,000,000.

Before the adjournment of the next session of Congress the returns for the quarter ending September 30, 1884, will be available, and possibly they may furnish such information as will warrant a revision of this estimate.

## FREE-DELIVERY SERVICE.

The estimates, appropriations, and expenditures for this service for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$3,000,000 00	\$3,600,000 00	20.00
Appropriations .....	{ 3,000,000 00	{ 3,500,000 00 }	9.83
	{ 200,000 00	{ 14,633 40 }	
Expenditures .....	3,173,336 51	3,504,206 52	10.40

Regular appropriation for the current fiscal year .....	\$4,000,000
Special appropriation for the pay of substitutes for carriers on vacation ..	50,000
<b>Total appropriation and probable expenditure .....</b>	<b>4,050,000</b>

*Estimate for fiscal year beginning July 1, 1885.*

For increased pay of carriers, act of August 2, 1882 .....	\$220,000
For increase in number of carriers, say 300, at \$600 each per annum.....	180,000
For establishing service in additional cities.....	50,000
For increase in incidental expenses.....	20,000
For increased amount necessary to pay substitutes for carriers on vacation .....	15,000
<b>Total .....</b>	<b>4,535,000</b>

The cost of giving vacations to carriers will probably reach \$100,000 this year, the amount recommended to Congress; only \$50,000 was appropriated, leaving \$50,000 to be paid out of the regular appropriation.

#### CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for the purpose during the past two fiscal years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	4,235,000 00	4,850,000 00	14.52
Appropriations .....	4,385,000 00	4,775,000 00	8.89
Expenditures.....	4,367,079 41	4,735,058 42	8.48

From the above statement it will be observed that the amount expended for this item during the past fiscal year is placed at \$4,735,052.42, which was the sum for which vouchers were furnished and also the amount actually recorded by the Auditor for this Department. Nevertheless, the total sum authorized by this office to be expended amounted to \$4,765,103.59, or \$30,051.17 more than that reported by the Auditor. Considering only the amount authorized and allowed by this office, there remains unexpended of the appropriation for clerk-hire for the last fiscal year only \$9,846.41.

The appropriation for the present fiscal year is \$4,900,000, an increase of only \$125,000, or 2.6 per cent., over the appropriation for the previous year. The appropriation for that year was \$4,775,000, being an increase of \$390,000, or 8.8 per cent., as compared with the following year.

As an evidence of the increase of the postal service in this respect, your attention is invited to the fact that during the past year 3,917 allowances for clerk-hire were made; an increase of 1,159, or 42.01 per cent., as compared with the year 1883, and 2,581, or 193.2 per cent., over the year 1882.

The increase of the postal service, especially the large increase of letter mail occasioned by the reduction of postage from 3 to 2 cents, has made additional clerical assistance absolutely necessary in almost every office of the first, second, and third classes. From the best data obtainable it is estimated that in all of the offices the additional clerical labor required is about 20 per cent. Post-office clerks, as a rule, are underpaid; their duties are exacting, and require close attention. The "separating clerks," or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take a proper interest in their work.

During the past year this class of offices ("separating") has been given much attention, and the list of offices has been increased from 1,633 to 2,309, and the average allowance from \$196.31 to \$247.61.

This improvement should be continued, and will be carried forward as rapidly as appropriations for the service will warrant.

On account of the inadequate appropriation for clerk-hire for the present year, the Department was obliged to make reductions in the allowances at a large number of post-offices in order to bring the expenses for this service within the appropriation, as fixed by Congress. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small. I am of the opinion that the Government should make ample appropriations for this service, and not compel postmasters, as is done in many instances, to pay part of the expense for suitable clerical service (especially in offices of the Presidential class) from their own funds.

At the present time 716 applications for allowances for clerk-hire from postmasters are on the files of this office, held up on account of the exhausted state of the appropriation for clerks in post-offices.

In view of these facts I recommend that an appropriation of \$5,300,000, which is an increase of 8.16 per cent. over that for the present year, be made for the fiscal year ending June 30, 1886.

#### RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Decrease.
			<i>Per cent.</i>
Estimates.....	\$450,000 00	\$450,000 00	
Appropriations .....	450,000 00	{ 440,000 00 5,000 00	1.11
Expenditures .....	431,039 77	430,294 58	.17

In the preceding estimates for clerks in post-offices a difference is referred to between the amount reported by the Auditor for this Department as having been paid out during the year and the amount actually allowed by the office of the First Assistant Postmaster-General. This is also the case in regard to the item for rent, light, and fuel. The amount reported by the auditor as having been expended during the year for which vouchers were filed by postmasters is \$430,294.58, while really the whole amount of the appropriation (\$445,000) was allowed and authorized by this office to be paid out, and vouchers for the same will be furnished by postmasters in due course of business.

The appropriation for the present fiscal year is \$480,000, an increase of \$35,000, or 7.86 per cent., over the appropriation made for the past year, including the supplemental appropriation of \$5,000 in the act approved July 7, 1884, "making provisions for deficiencies for the fiscal year ended June 30, 1884."

Under existing law, allowances for rent, fuel, and light are made only for offices of the first and second classes, or where the receipts accruing at respective offices entitle the postmasters to annual salaries of \$2,000 and upwards.

For a number of years past the appropriations for rent, fuel, and light for post-offices have been inadequate for the requirements of the service, and the postmasters have been in the habit of paying the annual cost for these items, frequently largely in excess of the allowances made by this office, in the hope that at the close of the fiscal year the Department would provide for the excess over and above the regular allowances.

For the fiscal years 1883 and 1884, however, the limited appropriations compelled the Department to decline most of the requests of this character. The appropriation of \$480,000 for the present year, I am glad to say, has enabled the Department to adjust the allowances for rent, fuel, and light at amounts sufficient to cover the actual cost of these items for the present year. This is the first time in the history of the Department that the allowances for these items have been adjusted to meet the actual needs of the service.

The estimate for the fiscal year ending June 30, 1886, has been fixed at \$500,000. This amount will be absolutely needed to cover the cost of rent, fuel, and light for post-offices for the fiscal year named. I therefore recommend that an appropriation of \$500,000 be made for this purpose.

#### OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$25,000 00	\$30,000 00	20.00
Appropriations .....	20,000 00	25,000 00	25.00
Expenditures .....	19,815 38	9,690 96	Decr 51.09

The appropriation for this item, including safes for post-offices for the current year, is \$40,000, an increase of \$10,000 over that of the past year. The appropriation for the fiscal year ended June 30, 1884, was \$25,000. The expenditures for the same year amounted to \$9,690.96, leaving a balance of \$15,309.04. This balance was occasioned by the delay in securing acceptable bids for safes for post-offices. Bids were invited for safes, but, owing to delays in securing proper bids for the lowest amounts from responsible parties, contracts were not approved by the Department until August 9th of the present fiscal year. The cost of the safes, therefore, had to be charged to the appropriation for this year.

Safes and furniture, under existing law, are allowed only at offices of the first and second classes. There are now 485 of these offices, and a number of them are in need of suitable furniture and safes, in order to facilitate the distribution and dispatch of mail and for the better protection of registered matter.

In view of these facts, I recommend that the unexpended balance of the appropriation for furniture for the past year be reappropriated, together with a sum sufficient to make the appropriation for furniture and safes for post-offices for the fiscal year ending June 30, 1886, equivalent to \$40,000.

#### MISCELLANEOUS AND INCIDENTAL ITEMS.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Decrease.
			<i>Per cent.</i>
Estimates.....	\$100,000 00	\$80,000 00	10.00
Appropriations .....	90,000 00	90,000 00	.....
Expenditures .....	70,992 79	57,318 99	19.26



The appropriation for this purpose for the present year is \$80,000. The expenditures for the past year amounted to \$57,318.99. This reduction of expenditures of this character, as compared with the previous year, is due, partly, to the operations of the act of March 3, 1883, which required an adjustment of the salaries of Presidential postmasters, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. In consequence of this a number of offices of the second class were assigned to the third, to which class, under existing law, allowances for miscellaneous purposes cannot be made. The reduction referred to is also, in a measure, due to Department order of September 7, 1883, requiring postmasters to make requisition for miscellaneous supplies for each quarter in advance. This order has materially improved the service in this respect, and postmasters are more careful to make requisitions for miscellaneous items before making the expenditures.

Items chargeable to this appropriation include all articles necessary for the transaction of postal business in post-offices of the first and second classes, which are not provided for by other appropriations.

To provide for the needs of the service for miscellaneous items for the fiscal year ending June 30, 1886, I am of the opinion that an appropriation of not less than \$80,000 will be needed; and I so recommend.

#### WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this item for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$22,000 00	\$25,000 00	13.6
Appropriations .....	22,000 00	25,000 00	13.6
Expenditures .....	21,999 95	24,988 18	13.6

The estimate for this item for the fiscal year 1885-'86 has been placed at \$35,000, which is \$10,000 more than the appropriation for the last fiscal year, and \$5,000 more than that for the present year, and for the following reasons:

The demand for wrapping-paper has very greatly increased during the past year, both for use in post-offices and in railway postal cars. This increase has in part been caused by the augmentation of mail matter under the law reducing the rate of letter-postage, and likewise in consequence of greater care being now used in protecting mail matter—both ordinary and registered—while in transit. Much of the paper is also cut up into facing slips, which are used on the outside of each package of letters for the purpose of marking the proper direction upon them. The postal clerks are compelled to keep many hundreds of these slips in their cars, with the names of post-offices contiguous to their lines printed upon them, in order that the distribution may be prompt and reliable.

During the past year it became apparent that the appropriation of \$25,000 for wrapping-paper was, for the above reasons, insufficient, and this office was compelled, mainly to supply the railway mail service, to draw upon the railway transportation appropriation for money to purchase the necessary quantity of paper in order to have many details

of the service carefully attended to, both for the interest of the Department and the public. It was considered that the expense of handling mail matter in transit in railway postal cars was incidental to its actual transportation, and, therefore, that the spirit of the law would not be violated in charging a part of this necessary expenditure to the railway transportation. This was done, and the amount so expended and charged during the year was \$7,780.20. This made the entire expenditure for wrapping-paper for the last fiscal year \$32,768.38. In asking, therefore, for an increased amount (\$35,000) for the year 1885-'86 for this item, my desire is that the service shall be furnished with the quantity of paper needed for use out of a regular and specific appropriation, without being compelled to resort to other means to procure it.

## WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item for the two last fiscal years:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$55,000 00	\$55,000 00	
Appropriations.....	55,000 00	55,000 00	
Expenditures.....	5,000 00	8,000 00	
	59,999 93	62,998 41	5

The estimate for this article for the next fiscal year has been placed at \$95,000, which amount is \$25,000 more than the appropriation (\$70,000) for the current year, and \$32,000 greater than that for the fiscal year 1883-'84.

This seemingly large estimate of \$95,000 for wrapping-twine is made for reasons similar to those assigned above for the increase in the estimate for wrapping-paper, viz: the rapid augmentation of mail matter and the necessity for its proper care while in transit, and also its speedy and safe distribution, especially by the railway mail service employes. It has also been found necessary to use a better article of cotton, jute, and hemp twine than was formerly provided, in order that the tying up of packages of mail matter might be made more secure. As in the case of wrapping-paper, already mentioned, the appropriation for twine for the last fiscal year was found, after a few months had elapsed, to be inadequate, and the railway mail transportation appropriation was resorted to in order that the pressing necessity might be supplied. Of this transportation fund there was used \$19,277.30, which amount, added to the regular expenditure above stated (\$62,998.41), made the entire sum expended during the year for cotton, jute, and hemp twine \$82,275.71.

Though I consider the use of wrapping-twine by the railway postal service as an incidental expenditure to that of the railway mail transportation, and consequently the use of a small amount of the appropriation made for that object justifiable, yet it is not desirable that this should be again done. Therefore the estimate for twine for the fiscal year 1885-'86 has been fixed at \$95,000, in the hope that the amount will be sufficient to provide all that is needed for the service both in post-offices and railway mail cars.

## LETTER BALANCES, SCALES, AND TEST WEIGHTS.

The following were the estimates, appropriations, and expenditures for the past two years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$15,000 00	\$25,000 00	66.6
Appropriations .....	15,000 00	20,000 00	33.3
Expenditures .....	14,917 79	19,998 35	34.7

The appropriation for this item for the current fiscal year is \$25,000, or \$5,000 more than for last year. Of the amount appropriated for 1882-'83 all but \$1.65 was expended, and it is believed the whole sum appropriated for the present year will have to be used.

The increased appropriation for these articles for the past three years has enabled the Department not only to furnish them for all new post-offices, but also to supply many other, and some of them very old, offices with letter balances. A large number of these existing offices had not been furnished at all, and in numerous other instances the balances on hand had become useless from wear or other causes. It is hoped that the increased amount appropriated for the present year will admit of supplying all the existing offices, not already furnished, which are in need of these articles, as well as those which will be established, and therefore the estimate for 1885-'86 has been put at \$20,000, or \$5,000 less than the sum appropriated for 1883-'84.

Scales and test weights are used generally in only the larger post-offices, but a letter balance is a necessity in each office, and many require several.

## STATIONERY IN POST-OFFICES.

The estimates, appropriations, and expenditures for this item for the past two years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates .....	\$80,000	\$65,000 00	8½
Appropriations .....	55,000	60,000 00	9½
Expenditures .....	55,000	59,968 23	9

The appropriation for the present fiscal year is \$65,000; an increase of \$5,000 over that of last year. The estimate for the year 1885-'86 has also been fixed at \$65,000.

The method which has been in practice for the last year or two in regard to the distribution of stationery to first and second class offices has been found to be a great improvement upon the former system. Proposals are now invited and contracts entered into for furnishing the Department with all the articles of this character now used in post-offices and postmasters are supplied with them only upon requisition. This system has proved more economical and satisfactory than the old one, which permitted postmasters, after obtaining the consent of the Department, to purchase stationery for use in their offices and file vouchers for the same with the Auditor.

Of the amount expended for this purpose during the last fiscal year about \$12,000 was for necessary printing, binding, blank-books, &c., for use in the larger post-offices. This work was done and the articles furnished by the Government Printing Office. Besides the sum just mentioned, there was expended under authority of Congress \$6,300 for the salaries of five clerks and two laborers, who are employed in the distribution of this stationery in the Division of Post-Office supplies. These employes will hereafter be paid, however, out of the amount regularly appropriated for the salaries of this Bureau in the legislative, executive, and judicial appropriation act. Notwithstanding this change, I am of the opinion that an appropriation of \$65,000 should be made for stationery in post-offices for the next fiscal year, as it has already been ascertained that the requisitions of postmasters for printing, binding, blank-books, &c., will be more numerous than it was supposed they would be when the new system was adopted.

**POSTMARKING, RATING, AND CANCELING STAMPS, AND INK AND PADS FOR STAMPING AND CANCELING PURPOSES.**

The following were the regular estimates, appropriations, and expenditures for postmarking, rating, and canceling stamps for the two past fiscal years. A separate appropriation of \$35,000 for ink, pads, postmarking stamps, and letter balances was made in 1882, and, with the exception of \$455.46, was expended during the year 1882-'83. This amount was accounted for in the report of last year, and therefore is not referred to in the statement below.

	1882-'83.	1883-'84.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates .....	\$15,000 00	\$25,000 00	66.6	.....
Appropriations .....	15,000 00	20,000 00	33.3	.....
Expenditures .....	14,992 46	10,670 32	.....	28.8

The appropriation for postmarking, rating, and canceling stamps for the current year is \$25,000. No appropriation was made for ink and pads for stamping and canceling purposes for the year, though an estimate had been submitted.

Instead of estimating for the different descriptions of stamps in one item, and for ink and pads for stamping and canceling purposes in another, as has been done for the past two years, it is now considered best, for the interests of the service, that the two items be estimated for together; and, therefore, an appropriation of \$25,000 is requested for all of these items for the year 1885-'86.

The value and usefulness of a durable ink, and of suitable pads for stamping and canceling purposes in post-offices, no matter how small these offices may be, cannot, I think, be overestimated; and I regret that Congress by its failure to provide for these articles in the two last regular appropriations for the postal service has seemed not to appreciate their importance to the business public, who, more frequently in past years than at present, have received thousands of letters postmarked, and often illegibly so, with pen and ink. By this means postage-stamps were also often ineffectually canceled, and hence the Department was constantly losing revenue by the second use of these improperly canceled stamps.

The correction of these evils has already been largely accomplished by means of increased appropriations, and the special one referred to, and it is in the hope of completing the work that a combination of all these articles in one item is now made and the appropriation of \$25,000 is asked for.

The present price paid by the Department for an ordinary 8-ounce letter balance, and for each of the other articles mentioned above, is about as follows:

Letter balance.....	\$2 80
Ordinary postmarking stamp.....	53
Canceling ink.....	50
Pad for stamping.....	50
Total.....	4 33

The cost of all but one of these implements is now somewhat greater than when the estimate was prepared last year.

#### DEPARTMENTAL PRINTING, BINDING, ETC.

It is estimated that \$200,000 will be necessary for this purpose for the next fiscal year, 1885-'86. In accordance with the usual practice this estimate, with the reasons therefor, has been forwarded by the Postmaster-General to the Secretary of the Treasury.

#### DEPARTMENTAL STATIONERY.

It is the custom of the Postmaster-General to include this item in the statement submitted by him for other departmental expenses. The estimate has been prepared, and amounts to \$12,000 for the next fiscal year.

#### SUMMARY OF ESTIMATES.

The aggregate of the above estimates, exclusive of the last two, is \$23,695,000, which is \$2,980,000, or 14.38 per cent., more than the appropriation for the current fiscal year.

	Amount.	Increase.	Per cent. of increase.
Estimate for 1883-'84.....	\$19,369,091 25		
Estimate for 1884-'85.....	22,015,000 00	\$2,646,008 75	13.66
Estimate for 1885-'86.....	23,695,000 00	1,680,000 00	7.63
Appropriation for 1883-'84.....	19,967,653 40		
Appropriation for 1884-'85.....	20,715,000 00	727,346 60	3.63
Expenditures for 1882-'83.....	18,579,082 99		
Expenditures for 1883-'84.....	20,199,023 83	1,619,940 84	8.71

Additional information relative to the above estimates, appropriations, and expenditures will be found in the accompanying tabular statement marked A.

The preceding estimates have been prepared with due regard for the necessities and increasing service of this Bureau, and it is hoped that the amounts asked for each item, and the explanations following, will be considered satisfactory.

Very respectfully,

JAMES H. MARR,  
*Acting First Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*

A.—Comparative statement of expenditures in the office of the First Assistant Postmaster-General for the fiscal years 1882-'83 and 1883-'84; of appropriations for the years 1883-'84 and 1884-'85, and of estimates for 1884-'85 and 1885-'86.

Items.	Expenditures for fiscal year 1882-'83.	Appropriations for fiscal year 1883-'84.	Expenditures for fiscal year 1883-'84.	Increase of expendi- tures in 1883-'84 compared with 1882-'83.		Estimates for fis- cal year 1884-'85.	Appropriations for fiscal year 1884-'85.	Estimates for fis- cal year 1885-'86.	Increase of esti- mates for 1885-'86 over appropria- tions for 1884-'85.
				Increase.	Decrease.				
For compensation to postmasters Appropriation, act of July 7, 1884.	\$10,315,394 46	\$0,250,000 00	\$11,283,880 87	\$908,486 41		\$12,250,000	\$11,000,000	\$13,000,000	\$2,000,000
For stationery in post-offices	4,367,079 41	1,700,000 00	4,735,053 42	367,979 01		4,900,000	4,900,000	5,300,000	400,000
For free delivery service	3,173,303 51	3,500,000 00	3,504,206 52	330,900 01		4,000,000	4,000,000	4,535,000	535,000
Appropriation act of July 7, 1884.		14,653 40							
For rent, fuel, and light	431,039 77	440,000 00	430,204 58	\$745 19		480,000	480,000	500,000	20,000
Appropriation, act of July 7, 1884.		5,000 00							
For office furniture	19,815 38	25,000 00	9,690 96	10,124 42		40,000	40,000	40,000	
For stationery in post-offices	55,000 00	60,000 00	59,968 23	4,968 23		65,000	65,000	65,000	
For miscellaneous and incidental items	70,982 79	90,000 00	57,318 99	13,678 80		90,000	90,000	80,000	
For wrapping paper	21,999 95	25,000 00	24,988 18	2,988 23		30,000	30,000	35,000	5,000
For wrapping twine	59,999 93	55,000 00	62,998 41	2,998 48		80,000	70,000	95,000	25,000
Appropriation, act of July 7, 1884.		8,000 00							
For letter balances, scales, and test weights	14,917 79	20,000 00	19,998 35	5,060 56		35,000	25,000	20,000	*5,000
For postmarking, rating, and canceling stamps	14,992 46	20,000 00	10,670 82	4,322 14		25,000	25,000	25,000	
For ink—stamping and canceling purposes									
For pads—stamping and canceling purposes.									
Total	18,579,082 99	19,987,653 40	20,199,023 83	1,683,350 93	28,865 55	22,015,000	20,715,000	23,695,000	2,980,000
Expenditures for 1883-'84.	\$20,199,023 83	Appropriation for 1884-'85.		\$20,715,000 00		Estimates for 1885-'86			\$23,695,000
Expenditures for 1882-'83.	18,579,082 99	Expenditures for 1883-'84.		20,199,023 83		Appropriation for 1884-'85.			20,715,000
Increase of expenditures for 1883-'84 over 1882-'83	1,619,940 84	Increase of appropriation for 1884-'85 over expenditures for 1883-'84		515,976 17		Increase of estimates for 1885-'86 over approp- riation for 1884-'85			2,980,000

\* Decrease.

## C.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 25, 1884.

Sir: In response to the communication of the 13th ult. from your office, I submit the following estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1886:

Inland transportation, railroad routes .....	\$15,684,205 00
Railway post-office car service .....	1,875,000 00
Necessary and special facilities on trunk lines .....	266,764 50
Inland transportation, steamboat routes .....	615,000 00
Inland transportation, star routes .....	5,900,000 00
Railway postal clerks .....	4,682,300 00
Mail messengers .....	975,000 00
Mail locks and keys .....	20,000 00
Mail bags and mail bag catchers .....	275,000 00
Miscellaneous items .....	1,000 00
<b>Total .....</b>	<b>30,294,269 50</b>

The explanations of the foregoing estimates will be found in my annual report and that of the General Superintendent of Railway Mail Service.  
Very respectfully,

H. D. LYMAN,  
*Second Assistant Postmaster-General.*

HON. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

## D.

ESTIMATES OF APPROPRIATIONS FOR THE OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1886, WITH EXPLANATIONS SHOWING THE BASIS UPON WHICH SUCH ESTIMATES ARE MADE.

## I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage-stamps, of newspaper and periodical stamps, and of postage-due stamps .....	\$174,000 00
Number of these stamps issued during the fiscal year ended June 30, 1884 .....	1,475,820,556
Add 10 per cent. for increase .....	147,582,055
<b>Gives estimated issue for fiscal year ending June 30, 1885 .....</b>	<b>1,623,402,611</b>
Add 10 per cent. for increase as before .....	162,340,261
<b>Gives estimated number required for fiscal year ending June 30, 1886 ..</b>	<b>1,785,742,872</b>
Cost of manufacturing that number at present contract price, 9 19 cents per thousand .....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over two hundred and fifty-eight millions, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution for postal cards of large numbers of adhesive stamps on sealed envelopes for short circulars and other business com-

munications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$28,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the prices of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year .....	10. 08
For year ended June 30, 1881, over preceding year.....	8. 91
For year ended June 30, 1882, over preceding year.....	17. 00
For year ended June 30, 1883, over preceding year.....	7. 93
For year ended June 30, 1884, over preceding year.....	21. 23

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency..... \$8, 100 00

This estimate is the same in amount as the appropriation for the present fiscal year.

## III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets ..... \$749, 000 00

Cost of stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884..... 619, 231 21  
Add 10 per cent. for increase ..... 61, 923 12

Gives estimated cost for the fiscal year ending June 30, 1885..... 681, 154 33  
Add 10 per cent. for increase as before..... 68, 115 43

Gives estimated cost for the fiscal year ending June 30, 1886..... 749, 269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage. It is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has, therefore, been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue for the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years:

	Per cent.
For year ended June 30, 1880, over preceding year .....	16. 6
For year ended June 30, 1881, over preceding year .....	9. 6
For year ended June 30, 1882, over preceding year .....	12. 9
For year ended June 30, 1883, over preceding year .....	1. 0
For year ended June 30, 1884, over preceding year .....	23. 6



## IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

## V.—POSTAL CARDS.

For manufacture of postal cards..... \$239,000 00

Total number of postal cards issued during the year ended June 30, 1884. 362,876,750  
Add 10 per cent. for increase..... 36,287,675

Gives estimated number for year ending June 30, 1885 ..... 399,164,425  
Add 10 per cent. for increase as before..... 39,916,442

Gives estimated number for year ending June 30, 1886..... 439,080,867

Cost of manufacturing these articles at the present contract price of 54.43 cents per thousand..... \$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly 17,000,000, or over 4 per cent. less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage sealed communications have, to a considerable extent, taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase proportionate to the general increase of business and population in the country may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum of \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement:

	Per cent.
For year ended June 30, 1880, over preceding year .....	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

## VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for the expenses of the agency..... \$7,300 00

This estimate agrees with the present appropriation.

## VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one; but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

## VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters ..... \$2,000 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in the transportation of the mails for letters brought and delivered to post-offices, on arrival in port, for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

## XI.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants ..... \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

## X.—MISCELLANEOUS.

For miscellaneous items ..... \$1,000

This estimate is for the same amount as the appropriation for the current fiscal year.

*Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.*

Items.	Amount appropriated year ending June 30, 1885.	Estimates for years ending June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps .....	\$146,000	\$174,000	\$28,000	19.1
Postage-stamp agency .....	8,100	8,100	.....	.....
Stamped envelopes and wrappers .....	644,000	749,000	105,000	16.3
Stamped-envelope agency .....	16,000	16,000	.....	.....
Postal cards .....	232,000	239,000	7,000	3.0
Postal-card agency .....	7,300	7,300	.....	.....
Registered-package, post-office, and dead-letter envelopes .....	140,000	140,000	.....	.....
Ship, steamboat, and way letters .....	1,500	2,000	500	33.3
Engraving, printing, and binding drafts and warrants .....	2,500	2,000	*500	*20.0
Miscellaneous .....	1,000	1,000	.....	.....
<b>Total .....</b>	<b>1,198,400</b>	<b>1,338,401</b>	<b>140,000</b>	<b>11.7</b>

\*Decrease.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,  
Third Assistant Postmaster-General.

OFFICE OF THE THIRD ASSISTANT POSTMASTER GENERAL,  
October 30, 1884.

E.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
Washington, D. C., October 28, 1884.

SIR: Replying to your letter of the 13th ultimo, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1886, are as follows:

For transportation of mails.....	\$425,000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal ( <i>L'Union Postale</i> ) of that Bureau. ....	75,000
Total.....	500,000

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,  
*Superintendent Foreign Mails.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

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**R E P O R T**  
**OF THE**  
**FIRST ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 30, 1884.*

SIR: The following statement of the labors of this Bureau for the past fiscal year shows, when compared with the report for the previous year, that, while in some matters of minor importance there was a decrease of work, yet the most essential features of its action were characterized by a steady growth and development. The number of new offices established during the year was greater than for several previous years, and the number discontinued considerably less than last year, making the net increase much larger than was anticipated. It will be observed that the principal increase in the amount of work performed was in the Salary and Allowance Division, made necessary in a great degree by the readjustment of the salaries of postmasters and late postmasters under the act of March 3, 1883. The Division of Free Delivery has accomplished all that could be expected considering the amount appropriated for this service; yet there still remain several offices which are entitled under the law to its benefits, but to which the service can not be extended until after the appropriation for the purpose shall have been increased. In the Divisions of Post-Office Supplies and of Correspondence the work has gradually increased, and postmasters and the public have been as promptly and fully served as the appropriations and circumstances would permit.

Below will be found a summary of the work of each division of the office for the year, though it furnishes no criterion of the amount of time, labor, and patience involved in the preparation and disposition of it.

*Comparative statement of the number of post-offices established and discontinued, and of postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884.*

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year.....	3, 253	3, 414	161	
Number discontinued.....	1, 621	1, 260		361
Net increase over previous year.....	1, 632	2, 154	522	
Whole number of post-offices.....	47, 863	50, 017	2, 154	
Number filled by appointment of the President.....	2, 143	2, 323	180	
Number filled by appointment of the Postmaster-General....	45, 720	47, 694	1, 974	
Appointments were made during the year:				
On resignations and commissions expired.....	7, 734	7, 265		469
On removals and suspensions.....	705	513		192
On change of names and sites.....	342	284		58
On deaths of postmasters.....	468	477	9	
On establishment of new offices.....	3, 253	3, 414	161	
	12, 502	11, 953		549
Total number of cases acted on during the year.....	14, 882	13, 841		1, 041

From the above statement, it will be noticed that the increase over last year in the number of established offices was 161; while compared with the previous year the number of discontinued offices was 361 less.

The net increase in the whole number of post-offices for the fiscal year was 2,154; much larger than any increase for several years past. Arranged by sections and States and Territories this increase was as follows:

## NEW ENGLAND STATES.

Maine .....	17	Connecticut .....	5
New Hampshire .....	10		
Vermont .....	5	Total .....	49
Massachusetts .....	10		
Rhode Island .....	2	Total for previous year .....	26

## THE FIVE MIDDLE STATES AND DISTRICT OF COLUMBIA.

New York .....	40	District of Columbia .....	0
New Jersey .....	23		
Delaware .....	4	Total .....	225
Pennsylvania .....	124		
Maryland .....	34	Total for previous year .....	223

## THE FOURTEEN SOUTHERN STATES AND INDIAN TERRITORY.

Virginia .....	79	Arkansas .....	77
West Virginia .....	79	Missouri .....	56
North Carolina .....	126	Tennessee .....	100
South Carolina .....	23	Kentucky .....	67
Georgia .....	67	Indian Territory .....	16
Florida .....	77		
Alabama .....	60	Total .....	1,070
Mississippi .....	52		
Louisiana .....	47	Total for previous year .....	725
Texas .....	156		

## THE TEN STATES AND SIX TERRITORIES OF THE WEST AND NORTHWEST.

Ohio .....	87	Dakota .....	128
Indiana .....	62	New Mexico .....	0
Michigan .....	79	Montana .....	7
Illinois .....	55	Wyoming .....	4
Wisconsin .....	39	Idaho .....	27
Iowa .....	53	Utah .....	14
Minnesota .....	43		
Kansas .....	37	Total .....	707
Nebraska .....	53		
Colorado .....	19	Total for previous year .....	580

## THE THREE STATES AND THREE TERRITORIES OF THE PACIFIC SLOPE.

Oregon .....	39	Alaska .....	0
California .....	15		
Nevada .....	5	Total .....	104
Washington .....	35		
Arizona .....	10	Total for previous year .....	63

It will be perceived from the above figures that the greatest increase in any of the States and Territories during the year was 156, in Texas. Last year the largest increase was 172, in Dakota, which Territory during the past fiscal year had an increase of only 128. The increase in North Carolina for the year was 126 and in Pennsylvania 124. The only decrease was in New Mexico.

Comparing the number of post offices in the different States, the order of the six highest on June 30, 1884, was as follows: Pennsylvania,

3,840; New York, 3,122; Ohio, 2,707; Illinois, 2,167; Virginia, 1,982; and Missouri, 1,968. Of the Territories, Dakota had the largest number, 837; exceeding the number in either Massachusetts, Maryland, or South Carolina.

The number of Presidential offices at the end of the fiscal year was 2,323; an increase of 180 during the year. The largest number in any State was 221, in New York. Next in order were Illinois with 189, and Pennsylvania with 166. The greatest increase in offices of this class was 21, in Dakota.

The number of money-order offices at the close of the fiscal year was 6,243; an increase over the previous year of 386. Of the whole number Illinois had 538; Iowa, 448; and New York, 436. The largest increase in any State was 30, in New York.

Fewer changes took place among postmasters during the last than in the preceding year. There was a decrease of 469, as compared with last year, in the number of appointments on resignations and commissions expired; of 192 on removals and suspensions; and 58 in changes of site and name of post-offices. The number of postmasters who died during the year was 477, or 9 more than in the preceding year.

The total number of cases involving appointments as postmasters acted on during the year was 13,841; a decrease of 1,041 as compared with the last year.

Additional information relative to the establishment, discontinuance, &c., of post-offices, and the appointment of postmasters, will be found in tables marked B and C, appended to this report.

#### APPOINTMENT DIVISION.

While the work of this division did not materially increase during the year, it was nevertheless of a more annoying character than usual, resulting mainly from the many contests over the location of new post-offices and the dissatisfaction which almost invariably arises when a change in the name or site of an existing office is proposed. For the first time this division of the office had a recognized chief, and, fortunately one thoroughly familiar with the business and capable of successfully supervising it. The consequence was much more system in its management, more zeal on the part of its employes, and greater satisfaction to the hundreds of persons who have business with it. I cannot too highly commend the intelligence and energy of this new officer. His duties are very laborious, and great care is required in the performance of them. His salary should, in my opinion, be increased to correspond with other chiefs of divisions in the Department, who receive \$2,250 per annum each; and I hope that in making your next annual estimate for the clerical service of the Department you will regard it as proper to make such recommendation.

Briefly stated, the work of the division for the year was as follows:

Number of cases of all kinds made up.....	14,524
Number of cases acted upon affirmatively.....	13,924
Number of cases declined.....	617
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices.....	7,551
Number of circulars of inquiry, &c., mailed.....	29,948
Number of letters written.....	3,778
Number of cases referred to other Bureaus of the Department, or to correspondents for information.....	13,947
Number of Presidential cases acted upon.....	876
Number of offices placed in charge of sureties on account of death of postmasters or for other causes.....	314
Number of letters, petitions, and other papers received, indorsed, and filed..	110,265
Number of clerks in the division.....	13



## BOND DIVISION.

The work of this division was very satisfactorily performed during the past year. Some changes were made in the manner of reporting its operations to other Bureaus, which have greatly facilitated the business of the Department without materially increasing the labors of the division. The reports of the inspectors, received during the year in regard to the responsibility of the sureties of postmasters, show that more interest and care are now exercised by appointees in making up their bonds than heretofore. The percentage of bonds forwarded to the Department improperly executed is also found to be decreasing, especially in the Southern States, indicating a greater degree of intelligence among postmasters than formerly. The following summary exhibits the labors of this division in about the only manner in which it can be succinctly presented :

Number of entries made on the books of the division .....	83,336
Number of cases received upon which appointment papers, bonds, &c., were mailed.....	13,924
Number of circulars sent on appointments, establishments, changes of names and sites, and discontinuances.....	32,291
Number of cases reported to report clerk.....	13,924
Number of new offices reported to division of post-office supplies.....	3,164
Number of appointees reported as failing to execute bonds.....	932
Number of circulars sent calling for execution of bonds.....	3,276
Number of bonds examined and passed for commissions.....	11,050
Number of bonds and oaths returned for correction.....	4,388
Number of bonds filed.....	13,895
Number of oaths of postmasters, assistant postmasters, and clerks received, indorsed, and filed.....	25,714
Number of circulars accompanying bonds returned for correction .....	3,788
Number of letters written .....	677
Number of new bonds sent by request of sureties.....	532
Number of circulars sent to sureties requesting to be released.....	623
Number of new bonds sent by request of postmasters.....	513
Number of new bonds sent by request of Third Assistant Postmaster-General.....	152
Number of new bonds sent on reports of post-office inspectors.....	93
Number of circulars sent to postmasters accompanying new bonds.....	2,469
Number of new bonds received and reported .....	1,757
Number of commissions mailed to postmasters.....	11,104
Number of surety circulars sent to chief post-office inspector .....	2,500
Number of post-office inspectors' reports on sufficiency of sureties received...	2,202
Number of notifications of postmasters' failure to pay amount due United States sent to sureties .....	244
Number of corrections of names reported to Appointment Division.....	331
Number of blank oaths for assistant postmasters and clerks mailed.....	59,895
Number of new bonds sent for establishment of new money-order offices .....	861
Number of circulars accompanying new money-order bonds.....	1,722
Number of commissioned postmasters reported to the Auditor.....	11,050
Number of circulars sent notifying sureties of death of postmaster.....	396
Number of blank oaths mailed for acting postmasters .....	396
Number of oaths of acting postmasters received and filed.....	241
Number of acting postmasters reported to the Auditor.....	241
Number of commissioned postmasters reported to the Third Assistant Postmaster-General.....	11,050
Number of commissioned postmasters reported for publication in the Postal Bulletin .....	11,050
Number of new bonds reported for publication in the Postal Bulletin.....	1,757
Number of new bonds reported to the Third Assistant Postmaster-General.....	816
Number of establishments, discontinuances, and changes of names or sites of post-offices reported to the Second Assistant Postmaster-General.....	4,866
Number of same reported to the Third Assistant Postmaster-General.....	4,866
Number of same reported to the Equipment Division.....	4,866
Number of discontinuances reported to the Auditor.....	1,168
Number of new bonds reported to the Auditor.....	1,757
Number of discontinuances reported to the Third Assistant Postmaster-General.....	1,168
Number of clerks in the division.....	13

The total of the penalties of the official bonds executed by postmasters at Presidential and money-order offices during the last fiscal year amounted to \$17,053,000.

The following statement exhibits the number of post-offices in operation in the United States in each decade since 1790. The reason for the decrease between 1860 and 1870 was the discontinuance of several thousand offices in the Southern States during the war, and the delay attending, in many localities, their re-establishment.

Decade.	Number of post-offices.	Rate of increase.
		<i>Per cent.</i>
1790.....	75	
1800.....	903	1104.0
1810.....	2,300	154.6
1820.....	4,500	95.6
1830.....	8,450	87.7
1840.....	13,468	59.8
1850.....	18,417	36.7
1860.....	23,498	54.7
1870.....	28,492	Decrease.
1880.....	42,989	50.8
1884.....	50,017	18.6

## DIVISION OF POST-OFFICE SUPPLIES.

The work of this division consists in supplying, principally upon requisition, the necessary stationery, blanks and twine, letter balances, scales, and post-marking and rating and canceling stamps to such post-offices as are, by law, entitled to the same, and also to the superintendents of the railway mail service, to enable all of these officers and their subordinates to make up and dispatch mails, to report and record the same, and to render formal accounts of the business of their offices to the proper authorities of this Department, and also to the Treasury.

This division is also charged with keeping the accounts for departmental printing with the Government Printer, and with the distribution of the departmental stationery.

The work of the division during the past year has been larger than that of any previous year, and has increased in about the same ratio as the general growth of the service, as will appear from the following statement:

## SUPPLIES FURNISHED.

Articles.	Fiscal year 1880-'81.	Fiscal year 1881-'82.	Fiscal year 1882-'83.	Fiscal year 1883-'84.
Blanks for use of the Department and for postmasters and the railway mail service.....	36,301,000	48,176,950	50,156,464	51,697,800
Books for the records of the Department, for postmasters, and the railway mail service.....	84,821	82,793	119,529	131,197
Facing slips for packages and sacks.....	41,942,400	32,736,600	48,960,000	48,583,700
Marking and rating stamps of all kinds.....	6,092	6,589	16,556	23,071
Jute twine.....pounds.....	393,902	443,102	584,699	568,717
Hemp twine.....do.....	105,021	116,439	149,805	158,298
Cotton twine.....do.....			71,018	126,296
Letter balances and scales.....	2,429	2,621	13,541	4,447
Wrapping paper.....reams.....	12,244	13,821	20,839	11,506
Canceling ink.....			11,376	(*)
Inking-pads.....number.....			11,700	(*)
Wrapping paper, facing slips (15,360 to the ream), reams.....	2,080	2,070	3,120	3,163

\* No appropriation.

The total appropriations and expenditures for the above-mentioned supplies during the fiscal year ended June 30, 1884, were as follows:

Appropriations .....	\$128,000 00
Expenditures .....	120,886 92
Balance unexpended .....	7,113 08

Detailed statements of these expenditures will be found in the table marked D, appended to this report. In addition to these expenditures wrapping paper for facing slips, amounting to \$7,783.20, was furnished to the railway mail service, upon requisition of the different superintendents, approved by the General Superintendent, and the cost thereof charged by the Auditor to the appropriation for railway transportation.

In like manner twine was furnished to the railway mail service, and the cost thereof, \$19,277.20, charged by the Auditor to the appropriation for railway transportation.

These items are included in the table of supplies furnished, but not in the statement of appropriations and expenditures.

Adding these amounts to the appropriations, for these two items the following results appear:

	Wrapping paper.	Wrapping twine.
Appropriations for 1883-'84 .....	\$25,000 00	\$63,000 00
Expenditure for 1883-'84 .....	32,783 20	82,277 30
Deficiency supplied out of appropriation for railway transportation .....	7,783 20	19,277 30

#### WRAPPING PAPER AND TWINE.

The appropriations for twine and wrapping paper have been based, heretofore, mainly upon the estimated demands for these articles at post-offices, without regard to the necessities of the railway mail service. The fact is, however, that the greater part of the distribution of the mail, and its making up into packages for its final destination, which was formerly done to a great extent in distributing post-offices, has, for the past eight years, been largely performed upon the cars by the railway postal clerks.

For several years the appropriation for these articles has been insufficient to supply both postmasters and the railway mail service, and the deficiency has been made good out of the appropriation for railway transportation, to which the supplies furnished the railway mail service may be regarded as an incidental expenditure. If this method of supplying the railway mail service with these articles should be continued the amounts appropriated for the present fiscal year for these items will be sufficient for the next; but if not, separate estimates should be made for the supply of postmasters and the railway mail service, or the customary estimate should be considerably increased. The twine issued to the railway mail service is used for the same purposes as in post-offices, but there is a difference between them in the use of wrapping paper. Only a small amount of wrapping paper in sheets is used in the Department for shipping supplies, while a considerable quantity is needed in post-offices for securing registered packages, and for the wrapping of bundles of mail matter for post-offices on star routes, in cases where the mail for a number of offices is inclosed in the same pouch. Nearly half of the entire quantity is cut up into facing slips,

which are required to be used by all post-offices, as well as by railway postal clerks, one being inclosed in each package of letters and in each sack of paper mail made up.

My judgment in regard to this matter is, that this office should continue to furnish the railway mail service with supplies of this character; and, in order that any embarrassment or complication may be avoided in future in the payment therefor, I have to recommend that Congress be urged to increase the appropriations for the next fiscal year, both for wrapping paper and wrapping twine, as asked for and explained in the annual estimates for the service of this Bureau.

The wrapping paper furnished in 1882-'83 weighed 22 pounds to the ream of 20 by 25 inches, and 55 pounds to the ream of 26 by 40 inches, and in 1883-'84 the weights to the ream were respectively 30 and 60 pounds. The price paid per pound in 1882-'83 was about 5.95 cents, and in 1883-'84 6.45 cents. Experience has shown that in the matter of wrapping paper for the use of the Department the best is the cheapest, as under the last contract it required two or three sheets of the light weight paper to do the work of one sheet of the heavier paper. Similar results have been obtained by the use of a better quality of cotton twine, of which, during the last year, 126,296 pounds were issued against 71,018 pounds for the previous year.

The issue of jute twine was 566,717 pounds in 1883-'84 against 584,699 pounds in 1882-'83.

The issue of hemp twine in 1883-'84 was 158,298 pounds against 149,805 pounds in 1882-'83.

PRINTING, BINDING, ETC., FOR THE DEPARTMENT.

The appropriations and expenditures for this work during the past four fiscal years, exclusive of the printing and binding for the money-order office, which is paid for out of the profits of the money-order business, were as follows:

Fiscal year.	Appropriation.	Expenditure.
1880-'81 .....	\$150,000	\$119,169 45
1881-'82 .....	150,000	132,504 72
1882-'83 .....	150,000	149,998 26
1883-'84 .....	180,000	179,996 00
1884-'85 .....	180,000	.....

The original appropriation for the fiscal year 1883-'84 was \$150,000, but by the act of Congress approved May 1, 1884, \$30,000 was authorized as a deficiency appropriation to be expended for this purpose.

It will be seen from the foregoing statement that the expenditures during the year 1882-'83 were about 10.73 per cent. greater than for 1881-'82, and for 1883-'84 about 11.10 per cent. greater than for 1882-'83.

It is supposed that a deficiency appropriation of at least \$20,000 will be necessary for this item during the present year.

It is estimated that about \$12,000 was expended out of this appropriation during the last fiscal year for stationery, blank books, and printed blanks for postmasters, the cost of which, prior to this year, was paid out of the amount appropriated for stationery in post-offices.

STATIONERY IN POST-OFFICES.

During the past fiscal year a new method of purchasing, also of supplying stationery to post-offices of the first and second classes, was in-

troduced, viz, that of inviting proposals and contracting with the lowest or most satisfactory bidder to furnish the articles in bulk for use in such offices, and requiring postmasters in all cases to make requisitions for stationery before supplying it. This arrangement has been found more economical and systematic than the previous practice, which permitted these officers, after obtaining the consent of the Department, to make the needed purchases and file vouchers for the same with the Auditor.

The expenditures for stationery in post-offices for the past five fiscal years were as follows:

1879-'80.....	\$48,284 81
1880-'81.....	49,238 45
1881-'82.....	56,517 28
1882-'83.....	55,000 00
1883-'84.....	57,700 00

From the expenditures for this item for the last fiscal year must be deducted \$6,300, authorized by law to be paid out of the appropriation for the salaries of five clerks and two laborers employed in the division of post-office supplies, and also about \$8,000 for the estimated value of stationery on hand at the close of the fiscal year, which leaves \$45,000 as the cost of the stationery issued to post-offices of the first and second classes during the year.

To this amount must be added \$12,000 for printing and binding at the Government Printing Office, as above stated, making the total \$57,700. The net saving during the year by the new system may therefore be estimated at about \$2,300, which is nearly 4 per cent. of the appropriation.

The appropriation for the fiscal year 1884-'85 is \$65,000, and it is believed that a like amount will be sufficient for 1885-'86.

#### STATIONERY FOR THE DEPARTMENT.

The appropriation for stationery for the departmental purposes for the past few years has not been larger than \$9,000 per annum, notwithstanding the constant increase of business, which necessarily involved the use of more articles of this description to keep up the correspondence and records of the Department.

It has only been by the practice of the most rigid economy, and, in many instances, dispensing with material that might have greatly facilitated the work of the Department, that the sum appropriated has been made to suffice. In consequence, however, of new rulings by the officials of the Treasury Department, many articles, such as law books, rubber stamps, &c., heretofore paid for from some other appropriation of the Department, will hereafter be charged to this stationery account. To meet this additional expense, and to properly provide for other actual necessities of the Department, the amount of this item should be increased for the next fiscal year to \$12,000.

#### POSTMARKING, RATING, AND CANCELING STAMPS, PADS AND INK, SCALES AND LETTER BALANCES, ETC.

Within the past four or five years the complaints of business men concerning the illegibility of postmarks, and improperly-rated letters and other mail matter, have been so numerous and so well founded that Congress was under the necessity of complying with the requests of the Department in regard to this matter, and by the act of Congress of May 4, 1882, \$35,000 was appropriated, with a view of partly reme-

dying the evil, especially in its application to the management of post-offices of the fourth class.

This amount (\$35,000) was expended for the above purpose during the fiscal year 1882-'83, and with very perceptible benefit to the service and the people. The appropriation for scales and letter balances and for postmarking stamps since that time have been sufficient to enable the Department to supply all new offices with these articles and renew them at many of the offices when necessary; and if the wording of the law making appropriation for postmarking and rating stamps could be so changed as to include the purchase of ink and inking pads also, there would probably be but little cause for further complaint of illegibly postmarked mail matter or of insufficient cancellation of postage stamps.

Appended to this report will be found a tabular statement marked D, giving detailed information concerning the operations of the division of post-office supplies.

#### THE FREE-DELIVERY SYSTEM.

The number of free-delivery offices at the close of the year was 159, an increase of 5, viz: Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala.; Ottumwa, Iowa, and Scranton, Pa.; and the number of carriers 3,890, an increase of 210.

The regular appropriation for this service was \$3,500,000, to which was added a special appropriation of \$14,653.40 to prevent an anticipated deficiency, making a total of \$3,514,653.40. The entire cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increase of appropriation over that of the preceding year was \$314,653.40, and the increase of expenditure \$330,870.01. This increased expenditure was due to the extension of the service to additional cities, to the number of carriers added to the force at the old offices, and to the increased pay of carriers required by act of August 2, 1882, which provides for the increase of the salary of each carrier, in cities having over 75,000 inhabitants, by \$200 each annually till the maximum (\$1,000) is reached, and in cities having a smaller population by \$250 each annually till the maximum (\$850) is reached.

#### POSTAGE ON LOCAL MATTER.

The total postage on local matter at the several offices amounted to \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the entire cost of the service of \$1,273,278.35, an increase of 9.95 per cent. in postage on local matter and 36.33 over cost of the service. The average cost per piece in handling matter was 2.3 mills, a decrease of one-tenth mill as compared with last year. The average cost per carrier, based on the total cost of the service less the amount paid post-office inspectors, was \$898.78, an increase of \$38.83 over that of last year. This increase was owing to the fact that a large number of carriers reached the maximum salary.

The number of mail letters delivered during the year was 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards delivered was 97,421,725, an increase of 13.10 per cent.; local letters delivered, 121,853,932, an increase of 16.68 per cent.; local postal cards delivered, 69,230,704, an increase of 14.48 per cent.; registered letters delivered, 3,093,961, an increase of 9.32 per cent.; newspapers delivered, 231,645,185, an increase of 13.79 per cent.

The number of letters collected was 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards collected 130,057,314, an increase of 12.98 per cent.; newspapers collected 70,475,010, an increase of 8.84 per cent.

The whole number of pieces handled—delivered and collected—was 1,540,554,117, an increase of 16.30 per cent., and the average number handled by each carrier was 396,029, an increase of 10.02 per cent.

Additional information concerning the operations of the free delivery service will be found in the tabular statement marked E, appended to this report.

*Aggregate result of free-delivery service for fiscal year ended June 30, 1884.*

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of officers .....	159	5	3.25
Number of carriers .....	3,890	210	5.98
Mail letters delivered .....	402,577,395	60,563,045	17.70
Mail postal cards delivered .....	97,421,725	11,288,497	13.10
Local letters delivered .....	121,853,932	17,416,786	16.68
Local postal cards delivered .....	69,230,704	8,758,511	14.48
Registered letters delivered .....	3,093,961	263,758	9.32
Newspapers delivered .....	231,645,185	28,077,180	13.79
Letters collected .....	414,198,891	68,881,088	19.95
Postal cards collected .....	130,057,314	14,942,783	12.98
Newspapers collected .....	70,475,010	5,723,168	8.84
Whole number of pieces handled .....	1,540,554,117	215,916,416	16.30
Pieces handled per carrier .....	396,029	36,074	10.02
Total cost of service, including pay of post-office inspectors ..	\$3,504,206 52	\$330,870 01	10.42
Average cost per piece in mills .....	2.3	†0.1	†4.16
Average cost per carrier .....	\$898 78	\$38 83	4.51
Amount of postage on local matter .....	\$4,777,484 87	\$417,745 65	9.95
Excess of postage on local matter over total cost of service ..	\$1,278,278 35	\$251,384 34	24.60

\* Based on the aggregate (\$3,496,267.29) paid carriers, including incidental expenses at the several offices, less \$7,939.23 paid post-office inspectors.

† Decrease.

Long experience has shown that this system of delivery is more acceptable to the people than the old mode of office delivery; that it is more accurate and thorough in the delivery of letters; that it reduces the number of dead letters; that it diverts to the post-office many letters formerly delivered by private expresses and private messengers; that it stimulates mail and local correspondence, and increases the postage on local matter; that it saves time and money to the people and fruitless calls at the post-office, and yields a larger surplus of postage on local matter alone above its cost, notwithstanding this class of matter for which it gets credit is only about 25 per cent. of the matter handled by carriers. In view of these facts, I do not hesitate to advise that the law governing the establishment of this system be so changed as to authorize its extension to places of 10,000 inhabitants, provided the postal revenue for the preceding fiscal year at such places amounted to \$10,000; also that in case of several post-offices in the same city or place the revenues from all the offices may be aggregated and taken as a standard entitling such place to this system, provided it has the required population.

I would also call attention to a class of towns in the more densely settled portions of the country within short distances of one another, each with its separate post-office, which cannot be reached as the law now stands, having in the aggregate the required population and revenue, but none of which singly reaches the requirements of the law, viz: 20,000 population within its corporate limits or \$20,000 postal revenue.

The law should, in my judgment, be so changed as to allow the aggregation of the population and postal revenues of these towns, and when they meet the requirements of population and revenue this system should be extended. This could be easily done by establishing the service at the most important and central office and discontinuing the others, or substituting branches of the central office, as may be found on investigation to be most expedient. The result would be a diminution in the number of offices, and a more intelligent, economical, and satisfactory service.

In this connection, and as showing the extent to which the delivery of mail by carrier has been carried in the United Kingdom of Great Britain, I quote from a letter of July 19, 1883, from the General Post-Office, London, as follows:

"There is certainly no village, and but few hamlets, in the United Kingdom without a delivery of letters, &c., from house to house, and that although in certain thinly inhabited districts the letters are not delivered every day, they are still delivered at least twice or more, usually three times, a week. Indeed, with but rare exceptions, letters are delivered even in rural districts on six days of the week, if not seven.

As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day. \* \* \* Of 880 head-offices about 350 have two deliveries in the course of the day, 300 have three deliveries, 115 have four, 17 have five, 6 have six, and 1 (Liverpool) has seven daily deliveries. \* \* \* In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or 'town' district to three in a few of the outer suburban districts, where the population is comparatively sparse."

The following table, compiled from the same correspondence, will show the extent to which the free delivery of letters, &c., by carriers has superseded the delivery through post-office boxes in several of the principal cities of the United Kingdom:

City.	Number of post-office boxes rented.	Number of letters, &c., delivered through boxes, weekly.	Total number of letters delivered weekly.	Percentage of letters delivered to box-holders.	Estimated population within city delivery.
Birmingham	162	65, 500	492, 500	13. 3	408, 000
Dublin	77	53, 000	442, 300	11. 9	318, 500
Edinburgh	56	27, 600	589, 900	4. 8	286, 400
Glasgow	178	79, 400	758, 000	10. 5	704, 400
Liverpool	206	59, 000	852, 600	6. 9	681, 000
Manchester	548	186, 000	875, 400	21. 2	597, 700
Sheffield	176	38, 500	205, 300	18. 7	284, 400
London, E. C. district	190	193, 000	2, 710, 300	7. 1	

## DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division:

Number of letters written to postmasters and to private individuals, involving decisions under postal regulations and laws, during the past fiscal year	11, 155
Number of telegrams sent in reply to communications requiring the immediate action of the Department	98
Number of newspapers and periodical publications claiming the right of admission as second-class matter that have been examined and admitted or rejected	3, 410
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in their publications	\$3, 689 07



This collection was made through the office of the Third Assistant Postmaster-General, as the result of decisions made in this office, and shows an increase of about 83½ per cent. over the collections from the same source for the last fiscal year.

The increase in the correspondence of the office for the same period was 3½ per cent.

The preceding statement is a compilation of results, and from the casual perusal of it no accurate idea of the actual mental and clerical labor required to attain the same can be formed.

The questions that properly belong (and are referred or addressed) to this division embrace many of importance to business men, one of its principal functions being the classification of mail matter and the fixing of the rates of postage chargeable thereon.

Questions concerning the right to the possession of letters containing money or drafts, and addressed to lunatics, deceased persons, or defunct corporations; the classification of printed matter, which always requires careful consideration and close discrimination; the collection of fines imposed upon firms or individuals for inclosing matter chargeable with a higher rate of postage in that of a lower; and the consideration of numerous other questions of importance, which require the accurate construction of the United States statutes and the regulations of the Department governing the same, may be said to constitute the chief labors this division is called upon to perform.

#### LETTER-BOOK CLERKS.

There were recorded during the past fiscal year, by the two clerks assigned to this duty, 30,188 manuscript letters, orders, and reference papers.

It is estimated that at least 75,000 circulars and printed letters of inquiry or instruction were during the same period directed and mailed by these employés.

#### PRINCIPAL MESSENGER.

The employé who acts in this capacity received, opened, and distributed during the last year 627,256 letters, papers, requisitions, packages, &c., pertaining to the business of the bureau.

#### SALARY AND ALLOWANCE DIVISION.

The year just closed has been one of unusual activity in postal matters. Many changes and improvements were made, and as all adjustments and readjustments of postmaster's salaries, and allowances for clerk hire, rent, fuel, light, &c., were made through this division, the small force employed deserve special recognition for the creditable record made by it.

In order to give an idea of the nature and variety of the duties assigned to this division, I will state them in concise form, viz:

#### DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties assigned to this division are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the consideration of applications for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenses, and the examination of the quarterly returns or accounts of

postmasters at offices of the first and second classes, before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of the employes necessary for the proper transaction of the postal business in the larger post-offices; the supervision and regulation of box-rent rates and deposits for keys for lock-boxes; and the management of the large correspondence incidental to the transaction of the important duties as herein mentioned. The clerical work pertaining to the leasing of buildings or premises for post-offices was also performed in this division until March 31, 1884.

During the year the duties of this division were largely increased by the reduction of the rate of postage on first-class mail matter, and by the change in the law regulating the compensation of postmasters; the act of Congress approved March 3, 1883, requiring an adjustment of the salaries of Presidential postmasters to take effect October 1, 1883, simultaneously with the reduction of postage from three to two cents. This adjustment was made, and from October 1, 1883, the salaries of Presidential postmasters were equalized and fixed upon the basis of the gross receipts of their respective offices.

The new law requires these salaries to be adjusted annually instead of biennially, as heretofore; and the first annual adjustment was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1884, to take effect July 1, 1884. This important and extra duty, together with the wonderful increase in all of the branches of the postal service, more than doubled the work of this division.

The duty of regulating the key-deposit trust fund, assigned to this division just previous to the beginning of the past fiscal year, has also caused a large increase of work; but it is now so systematized that the heavy correspondence incident thereto is promptly attended to.

In addition to the regular duties of the division, as hereinbefore stated, on April 7, 1884, under order of the Postmaster-General, the work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, for the decade from July 1, 1864, to July 1, 1874, was assigned to it. At the same time a detail of seven clerks from other Bureaus of the Department was made, and six weeks later this force was increased to nine clerks.

This work, as you know, is one of considerable magnitude and importance, and it is increasing daily. The work of review is progressing as rapidly as possible with the limited force at command.

The number of letters received by this division for the fiscal year ended June 30, 1884, amounted to 17,837; an increase of 7,317, or 69.5 per cent., as compared with 1883, and 12,939, or 263.9 per cent., more than the number received during 1880.

The total number of letters written reached the large figure of 21,393; an increase of 11,393, or 113.8 per cent., over 1883. In other words, the number of letters written during the past fiscal year amounted to more than double the number during 1883.

There were mailed 21,228 circular letters; an increase of 6,745, or 46.5 per cent., as compared with 1883.

The allowances made for clerk-hire were 3,917; an increase of 1,159, or 42.0 per cent., over 1883. The aggregate amount allowed for clerk-hire was \$4,765,103.59.

The total number of applications for clerk-hire declined was 1,319;

being a decrease, as compared with the year 1883, of 1,285, or 49.3 per cent.

There were made 2,518 allowances for rent, fuel, and light; an increase of 57, or 2.3 per cent., over 1883. This slight increase was occasioned by inadequate appropriations for rent, fuel, and light for post-offices, the limited fund compelling the Department to decline many meritorious applications.

Applications for allowances for rent, fuel, and light to the number of 967 were declined; an increase of 345, or 55.4 per cent., over 1883.

The allowances for miscellaneous items made numbered 4,551, and 1,613 applications for allowances for miscellaneous items were declined. As compared with the previous year, this is a decrease of 888, or 35.5 per cent., and this improvement is largely owing to the operation of Department order of September 7, 1883, requiring postmasters at the larger offices to make application for each quarter in advance for authority for making miscellaneous expenditures.

The allowances made for furniture were 647; an increase of 104, or 19.1 per cent., over 1883; and 779 applications for furniture were declined, a decrease of 136, or 14.8 per cent., as compared with 1883.

There were 207 applications for stationery declined. These applications all related to amounts disallowed for stationery for the fiscal year ended June 30, 1883, caused by the exhausted appropriation for that year.

There were made 218 allowances for advertising, the aggregate amount allowed being \$9,128.14; and 116 applications for advertising were declined.

There were 248 fourth-class post-offices reported by the Auditor, where the annual compensation for postmasters amounted to \$1,000, exclusive of money-order commissions; and 248 fourth-class offices were assigned to higher grades, the aggregate salaries of postmasters thereat making a total of \$269,900.

The special adjustments of postmasters' salaries made numbered 328, involving an aggregate amount of \$302,400 for salaries.

There were 101 salaries of postmasters reduced or discontinued, making a saving of \$107,200.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 4,835; and the aggregate amount involved for salaries in all the adjustments amounted to \$7,842,200.

The allowances for clerk-hire reduced or discontinued during the year numbered 92, making a saving of \$48,117; and 217 allowances for rent, fuel, and light were reduced or discontinued, making a saving of \$48,353.

The work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of March 3, 1883, was assigned verbally to this division by the Postmaster-General April 7, 1884, and since that date 26,892 applications for review of salaries under the said act have been received and placed upon the files of the Department.

The number of applications reviewed and readjusted was 6,894, and 2,005 were allowed, involving an additional amount for the compensation or back pay of postmasters of \$158,447.73.

There were 4,889 applications reviewed and found to be below the ten per cent. increase requirement of law.

The following tabulated statement will show, in concise form, the operations of this division for the fiscal years 1880, 1881, 1882, 1883, and 1884, inclusive, viz:

# ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES. 73

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, and 1884, and increase of work since 1880.

Items.	Fiscal year ended June 30—					Increase of work 1884 over 1880.
	1880.	1881.	1882.	1883.	1884.	
Letters received .....	4,898	4,255	8,806	10,520	17,837	No. 12,939
Letters written .....	5,160	4,761	7,398	10,002	21,393	16,233
Circular letters sent out .....			13,503	14,483	21,228	21,228
Allowances for clerk-hire made .....	1,336	1,694	2,280	2,758	3,917	2,581
Allowances for clerk-hire declined .....	1,929	1,603	1,694	2,604	1,319	*610
Allowances for rent, fuel, and light made .....	392	379	490	2,461	2,518	2,126
Allowances for rent, fuel, and light declined .....	223	144	171	622	967	744
Allowances for miscellaneous items made .....	484	703	3,177	4,970	4,551	4,067
Allowances for miscellaneous items declined .....	96	634	855	2,501	1,613	1,517
Allowances for furniture made .....	166	117	258	543	647	481
Allowances for furniture declined .....	596	337	244	915	779	183
Allowances for stationery made .....	615	635	2,628	3,239		
Allowances for stationery declined .....	19	19	918	1,128	207	168
Allowances for advertising made .....			21	868	218	218
Allowances for advertising declined .....			39	120	116	116
Cases referred to chief post-office inspector .....	48	34	189	868	283	235
Special adjustments postmasters' salaries .....		261	238	349	328	328
Biennial adjustments postmasters' salaries .....	1,764		2,012		4,875	3,111
Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000 exclusive of money-order fees .....	117	153	192	296	228	111
Presidential offices relegated to fourth class .....			9	15	97	97
Fourth-class offices assigned to the third class .....	90	113	145	174	248	149
Lease cases prepared .....			33	176	37	137
Leases in operation .....			313	228	298	296
Cases of all kinds made special .....		117	787	378	194	194
Discontinued rent .....			5	22	217	217
Discontinued clerk-hire .....			17	217	82	92
Presidential post-offices .....	1,764	1,863	2,003	2,176	2,323	550
Claims for readjustment of postmasters' salaries under act of March 3, 1883 .....				6,567	28,892	28,892
Railway mail service allowances made .....		74				
Employees (average) .....	3	3	4	5	7	

\* Decrease.    † To March 31, 1884.    ‡ Transferred to office Second Assistant Postmaster-General.

## ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

In compliance with the requirements of the act of Congress approved March 3, 1883, the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, were adjusted and fixed upon the basis of the receipts of their respective offices, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. This adjustment was made upon the postmasters' returns for the four quarters ended June 30, 1883, being a full year upon the old or 3-cent rate of postage.

On July 1, 1883, the Presidential list of offices numbered 2,176, and under the operation of law 44 new offices were added, to take effect October 1, 1883, making a total of 2,220. Under the adjustment, as required by the act of March 3, 1883, 25 offices were relegated to the fourth class, leaving a total of 2,195 offices on the Presidential list, from October 1, 1883. The aggregate salaries of these postmasters amounted to \$3,707,500; and the grand total of receipts from the same offices amounted to \$33,535,253.95, or 74.28 per cent. of the revenue of the Department for the same period. The aggregate salaries of the postmasters amounted to 11.6 per cent. of the receipts which accrued at their offices.

In accordance with the requirements of the new law, making provision for the *annual* instead of the *biennial* adjustments, as heretofore, the *first annual* adjustments of the salaries of Presidential postmasters were made, to take effect July 1, 1884. Two thousand three hundred and fifty-seven adjustments were made upon the basis of the returns from the respective offices for the four quarters ended March 31, 1884, being six months' revenue upon the *old* or *3-cent* rate, and six months upon the *new* or *reduced rate of 2 cents*; 72 offices were relegated to the fourth class, and 38 new offices were added to the Presidential list from July 1, last, making the total number of Presidential offices, from July 1, 1884, 2,323. The aggregate amount required to pay the salaries of these postmasters is \$3,828,700; and the grand total of gross receipts which accrued at the same offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33. The aggregate salaries of the postmasters will absorb 11.59 per cent. of the revenue of the Presidential offices.

With a view of showing the number of Presidential post-offices, the aggregate salaries of postmasters, and the aggregate receipts for the four quarters ended March 31, 1884, by States and Territories, the following tabulated statement has been prepared:

*Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereat as adjusted to take effect July 1, 1884.*

States and Territories.	Number of Presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1884.
Alabama	22	\$34,300	\$165,815 34
Arizona	6	9,600	34,906 67
Arkansas	18	27,800	111,187 86
California	56	95,600	923,869 72
Colorado	33	54,100	328,928 32
Connecticut	55	95,900	662,633 07
Dakota	41	61,500	202,979 31
Delaware	7	11,200	67,460 44
District of Columbia	1	5,000	273,375 67
Florida	14	23,600	94,615 81
Georgia	29	48,400	341,531 45
Idaho	4	5,600	15,256 96
Illinois	189	297,900	3,071,819 00
Indiana	93	149,800	774,471 10
Iowa	132	210,100	925,509 48
Kansas	80	187,000	516,281 36
Kentucky	39	62,900	477,278 74
Louisiana	12	19,200	309,893 34
Maine	37	59,900	331,803 11
Maryland	19	32,900	607,536 74
Massachusetts	118	210,000	2,589,108 29
Michigan	115	187,600	1,086,486 36
Minnesota	51	81,200	617,360 25
Mississippi	23	34,500	110,501 78
Missouri	78	123,100	1,448,219 76
Montana	12	19,900	76,915 72
Nebraska	49	73,200	327,994 41
Nevada	9	13,300	39,506 65
New Hampshire	32	50,100	206,678 42
New Jersey	62	113,100	727,195 06
New Mexico	7	12,500	47,963 52
New York	221	382,500	7,149,991 96
North Carolina	24	87,000	140,411 72
Ohio	136	241,800	2,102,041 86
Oregon	13	21,100	127,440 50

*Statement showing the number of Presidential post-offices, &c.—Continued.*

States and Territories.	Number of presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1884.
Pennsylvania .....	166	\$281,000	\$3,104,844 05
Rhode Island .....	11	22,500	280,327 18
South Carolina .....	19	28,500	146,032 71
Tennessee .....	27	43,500	326,773 07
Texas .....	77	121,400	574,671 83
Utah .....	5	9,100	61,724 19
Vermont .....	26	42,400	160,102 20
Virginia .....	31	54,900	358,687 24
Washington .....	11	17,700	62,416 40
West Virginia .....	16	24,600	107,587 60
Wisconsin .....	84	132,800	724,875 43
Wyoming .....	4	7,100	28,453 43
<b>Total</b> .....	<b>2,323</b>	<b>3,828,700</b>	<b>33,631,697 33</b>
Grand total of gross receipts .....			\$33,631,697 33
Grand total of postmasters' salaries .....			3,828,700 00
Percentage of gross receipts absorbed by salaries .....			11.59

The grand total of gross receipts for the four quarters ended March 31, 1884, was 74.80 per cent. of the revenue of the Post-Office Department for the same period.

A comparison of the adjustment of July 1, 1884, with the adjustment made to take effect October 1, 1883, can be made by examining the above table in connection with the tabulated statement, as shown on page 55 of the report of the Postmaster-General for the fiscal year ended June 30, 1883.

#### LEASES.

From July 1, 1883, to March 31, 1884, the time the work attendant upon the leasing of buildings and premises for postal purposes was performed in this division, only 37 lease cases were prepared, a remarkable falling off as compared with the previous year, when the number was 156. This was chiefly owing to the great embarrassment in which the Department was placed on account of the lack of well-defined authority to make contracts beyond the fiscal year. The total number of leases in operation June 30, 1884, was 298, involving an aggregate amount of \$282,683 for rent. A report of the leasing operations for the fiscal year ended June 30, 1884, will be made by the law clerk of the Department, who was placed in charge of leases by the Postmaster-General April 1, 1884.

#### BOX-RENTS.

The regulation of box-rent rates was extended during the past year to all offices where postmasters collect box-rents.

From the statements furnished by postmasters at the request of this office relative to the number, condition, and rental price of their boxes, it is shown that a prompt and careful supervision of this matter is necessary in order to insure practical uniformity of prices.

Thousands of postmasters at small offices, especially in the East, or thickly populated States, have for years, in violation of the strict letter of the law, provided some of their principal patrons with boxes free of rent. Again, a large number of postmasters, usually located in the Territories and sparsely settled States, have been charging exorbitant rental prices. This wide diversity in prices is being adjusted, so far as practicable, on a basis of uniform rates, regard being had for local circumstances, such as the cost of living and the general prices prevailing in different localities. Experience has proved, beyond the possibility of a doubt, that moderate rental prices produce the most satisfactory results.

The exercise of greater care in the supervision of this matter has already resulted in a great improvement of the service in this respect, and further improvements will be made during the present year.

#### KEY DEPOSITS.

The regulations relating to key deposits have been modified in some respects, the most important being that of allowing the postmasters at the smaller offices to exercise limited discretion in collecting deposits for keys. In the smaller towns, where postmasters are acquainted with most of the lock-box patrons, it is difficult to carry out the regulations of the Department without, in many instances, engendering bad feeling, and in some cases a serious falling off in box-rents. Many postmasters have made formal complaint to the Department of the stringency of the regulations, very generally asserting that the most unpleasant duty imposed upon them was the collection of the deposits for keys; and a number of postmasters, in order to comply with the *letter* of the law, took from their own funds the amounts required to represent the necessary deposits for keys rather than enforce its actual collection upon their neighbors, thus evading the true purpose of the regulation; and as the boxes and fixtures, as well as the keys and lock-boxes, in the smaller offices are very generally owned by the postmasters themselves, the protection afforded by the deposit for keys is in such cases a protection to the postmasters themselves, as the loss from keys not returned would, if there were no deposit, fall upon them, and not upon the Department. Therefore, inasmuch as the benefit of the key deposits in such cases inures solely to the postmasters, and as many postmasters prefer to bear the risk of loss on account of keys withheld rather than suffer a loss of box-rent, it was deemed advisable to permit them to exercise this reasonable discretion. The regulation, however, requiring postmasters to account to this office for all key deposits coming into their possession is strictly enforced. Their returns are now made semi-annually, instead of quarterly, as heretofore.

With these changes, the operation of the present regulations relative to key deposits is quite satisfactory.

#### REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress, approved March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was assigned, by verbal order of the Postmaster-General, to the division of salary and allowances on the 7th of April, 1884; and at the same time a detail was made of seven clerks from other bureaus of the De-

partment to carry on the work, and six weeks later this force was increased to nine clerks.

After the work had been assigned to this division, the large number of applications for review of salaries, which from time to time had been received at the Department, was collected, briefed, and classified by States and Territories; and, with a view of hastening the work, it was thoroughly systematized, so as to economize clerical labor and insure rapid adjustment of the claims. At the same time, and after a careful consideration of the subject, it was recommended that Congress be asked to provide a special force to carry on the work; also, that a limitation to the presentation of claims be fixed by Congress. This was not done, and therefore these recommendations are renewed in another part of this report. The period covered by the act of March 3, 1883, is from July 1, 1864, to June 30, 1874, although, under the biennial system of adjustments, actual benefits which may accrue to postmasters under the act date from July 1, 1866.

I have had prepared from the records of the Department the following tabulated statement of the aggregate compensation paid to postmasters; the number of offices in operation; the number of Presidential offices, and offices of the first and second classes; and offices of the third fourth, and fifth classes coming under the said act, for each of the fiscal years from 1864 to 1874, inclusive, viz:

*Statement showing aggregate compensation of postmasters, total number of post-offices, number of Presidential post-offices, post-offices of the first and second classes, and post-offices of the third, fourth, and fifth classes, coming within the scope of the act of March 3, 1883, for each fiscal year from June 30, 1864, to June 30, 1874.*

For fiscal year ended June 30—	Aggregate compensation of postmasters.	Number of post-offices in operation.	Number of Presidential post-offices.	Number of post-offices of first and second classes.	Number of post-offices of third, fourth, and fifth classes.
1864.....	\$3, 174, 325 68	28, 878	705	261	28, 617
1865.....	3, 383, 381 77	28, 882	712	249	28, 633
1866.....	3, 454, 677 44	23, 828	709	274	23, 554
1867.....	4, 033, 728 17	25, 163	837	274	24, 889
1868.....	4, 255, 319 98	26, 481	849	400	26, 081
1869.....	4, 546, 958 43	27, 100	980	400	26, 706
1870.....	4, 673, 466 79	28, 492	1, 093	522	27, 979
1871.....	5, 026, 381 85	30, 045	1, 172	522	29, 523
1872.....	5, 121, 665 20	31, 868	1, 200	560	31, 303
1873.....	5, 725, 468 12	33, 244	1, 363	560	32, 684
1874.....	5, 818, 472 17	34, 294	1, 408		
Total.....	49, 215, 836 60	318, 270	11, 028	4, 022	279, 954

An examination of this table will show that the number of first and second class post-offices, for the period named, form but a very small portion of the total number of post-offices in operation.

As soon as possible after the assignment of the work various circular letters of instruction were prepared and distributed to claimants throughout the country. The work of review was pushed as rapidly as possible, and by the close of the fiscal year June 30, 1884, the first schedule of claims from the States and Territories of Alabama, Indiana, Iowa, Connecticut, Arizona, Dakota, Florida, and Colorado had been completed, and the amounts, as found due, certified to the Auditor of the Treasury for the Post-Office Department. The aggregate amount involved in the schedules named was \$45,213.80, and an appropriation for the payment of these claims was made by Congress in "an act mak-



ing appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1884," approved July 7, 1884.

Since that date the first schedules of claims from the States and Territories of Kansas, Arkansas, Georgia, California, Delaware, Illinois, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, and Mississippi have been completed, and the amounts found due certified to the Auditor of the Treasury for the Post-Office Department. The aggregate additional amount found due to the present time is \$158,447.73, making a total sum, excluding the amount already appropriated by Congress, of \$113,233.93 unprovided for at this time.

The present results of the work are shown in the following tabulated statement, viz:

*Statement showing the present condition of the adjustment of postmasters' salaries under the act of March 3, 1883.*

Date of schedule.	State.	No. of schedule.	Total number of cases received.	Number allowed to date.	Aggregate amount heretofore allowed postmasters.	Aggregate amount allowed under act March 3, 1883.
1884.						
May 14	Alabama.....	1	88	38	\$10,680 00	\$3,586 42
June 9	Indiana.....	1	565	222	64,035 79	17,246 26
11	Iowa.....	1	713	175	58,905 42	15,117 81
16	Connecticut.....	1	261	69	31,528 79	6,187 54
24	Arizona.....	1	3	1	495 00	103 54
24	Dakota.....	1	22	1	402 50	51 85
25	Florida.....	1	57	10	8,709 04	2,702 86
25	Colorado.....	1	56	6	660 83	217 52
July 2	Kansas.....	1	178	69	13,251 53	3,509 34
2	Arkansas.....	1	26	13	3,865 11	1,592 94
5	Georgia.....	1	76	24	7,853 52	2,280 40
Aug. 30	California.....	1	156	81	13,949 29	3,984 39
30	Delaware.....	1	32	6	730 06	622 64
30	Illinois.....	1	1,722	546	164,677 33	39,834 34
30	Kentucky.....	1	215	70	19,482 30	5,484 11
30	Louisiana.....	1	75	15	7,001 56	1,947 86
30	Maine.....	1	497	146	30,190 73	7,895 10
30	Maryland.....	1	212	61	21,135 95	12,539 23
Sept. 8	Massachusetts.....	1	466	111	62,521 77	13,474 80
25	Michigan.....	1	753	224	46,180 42	11,106 27
Oct. 1	Minnesota.....	1	499	139	20,515 13	5,602 78
3	Mississippi.....	1	100	26	10,778 96	2,998 73
	Total.....	22	6,772	2,005	597,751 3	158,447 73

#### LEGISLATION RECOMMENDED.

##### LEASES.

Although the work relating to the leasing of buildings and premises for postal purposes was transferred to the law clerk of the Post-Office Department from April 1, 1884, the leasing operations were under the supervision of this office during the past fiscal year for the three quarters ended March 31, 1884, and I therefore deem it my duty to reaffirm the opinion expressed in the report for the fiscal year ended June 30, 1883, that it is the duty of the Government to furnish roomy and well-arranged post-offices for the transaction of postal business.

The Department has been greatly embarrassed for the want of a well-defined law upon this subject.

The recommendation of this office last year that the Department should have ample discretionary power in the matter of leasing buildings for post-offices was cordially approved by the Postmaster-General and favorably considered by both the Senate and House committees; and the bill authorizing the Postmaster-General to make leases for not

exceeding ten years was passed by the Senate under date of March 5, 1884, but failed in the House on account of the crowded condition of legislation towards the close of the session. I would therefore suggest that the recommendation made last year, that the Postmaster-General be authorized to lease buildings and premises for postal purposes, be renewed at the coming session of Congress.

#### BUILDINGS FOR POST-OFFICES.

I suggest that the attention of Congress be invited to the subject of erecting buildings for post-offices in all cities of twenty thousand inhabitants and upwards where Government buildings are not now built. Such a policy would greatly improve the service, especially in the communities directly benefited, and would be a measure in the interest of practical economy.

Should this matter receive the attention of Congress, this office will cheerfully furnish any information relative to the matter which may be required.

#### OFFICE RENT, FUEL AND LIGHT, STATIONERY, MISCELLANEOUS AND INCIDENTAL ITEMS AT THIRD-CLASS OFFICES.

The recommendation made last year, that the Government should pay the office rent at offices of the third class, received the earnest support of the Postmaster-General, and also the favorable consideration of the committees of the Senate and House; but the bill failed to become a law. I renew the recommendation; and from further consideration of the duties and responsibilities of postmasters at offices of the third class, and the rights of the public, I am of the opinion that provision should be made not only for paying the office rent, but also for the payment of the expenses for fuel and light, stationery, and miscellaneous items.

These postmasters are now compelled to pay the expenses of rent, fuel and light, stationery, and miscellaneous items, and, in many cases, a part of the clerk hire.

As was stated last year, it is a hardship to compel these postmasters to pay these expenses from their not over-generous salaries or from private funds. I therefore recommend that Congress be asked to make provisions for paying the rent, fuel and light, stationery, and miscellaneous expenses at offices of the third class. This office will furnish a list of these offices, with estimates of the amount required to pay expenses, as suggested, at any time.

#### MONEY-ORDER CLERK HIRE.

The act of Congress approved March 3, 1883, prohibiting clerks employed on money-order work in post-offices from engaging in any other postal duties is still causing considerable trouble and annoyance to this office. The recommendation submitted last year, that the allowance for clerk hire, as made by this office, should cover the entire cost of clerical labor required at any and all points, received the favorable consideration of the committees of the Senate and House; but the bill as reported failed to become a law. I therefore recommend that this matter be again brought to the attention of Congress.

#### LIMITATION OF APPLICATIONS FOR REVIEW OF SALARIES OF POSTMASTERS.

In the special report of this office, dated April 3, 1884, relative to the work of reviewing the salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the honorable the Attorney-General of the United States, it was sug-

gested that the attention of Congress be invited to the subject of fixing a limit to the presentation of claims of this character. This was not done; and I therefore renew the recommendation, and would suggest that some date in the near future—say January 1, 1886—be fixed as a limitation for the presentation of applications under the said act.

Under existing law claims for a review of salary can be filed at any time; and, unless some limitation is placed upon filing claims, it will be readily observed that there will be, practically, no end to the work of reviewing the said salaries, which matter has already occupied more or less of the attention of this office for some years.

I also desire to recommend, in connection with the above-mentioned work, that the estimate, which has been made in the usual way, for a temporary force of ten clerks for this service, to be employed in the Salary and Allowance Division for one year, shall, if approved and authorized by Congress, be made to take effect from the passage of the act in which the employment of these clerks shall be provided for.

## OFFICE FURNITURE.

As stated in the report of last year, bids for safes, under date of August 18, 1882, and December 15, 1882, were accepted by the clerk in charge of the Salary and Allowance Division during that year for the following offices and at the prices named:

<i>August 18, 1882.</i>	
Watertown, New York .....	\$290
Elgin, Illinois .....	290
Durango, Colorado .....	480
Adrian, Michigan .....	280
Newburgh, New York .....	285
Monmouth, Illinois .....	290
Ithaca, New York .....	285
San Diego, California .....	395
El Paso, Texas .....	450
<i>December 15, 1882.</i>	
Streator, Illinois .....	299
Westfield, Massachusetts .....	299
Richmond, Indiana .....	290
Lewiston, Maine .....	303
Salem, Massachusetts .....	298
Kansas City, Missouri .....	321
Hornellsville, New York .....	289
Canton, Ohio .....	287
Altoona, Pennsylvania .....	291
Total .....	5, 722

The vouchers covering the cost of these safes, submitted by the postmasters with their quarterly returns to the Auditor of the Treasury for the Post-Office Department, were disallowed on account of the exhausted appropriation applicable for the purpose.

This matter was brought to the attention of Congress at its last session, but provision for the payment of the safes was not made.

I therefore recommend that the attention of Congress be again invited to this matter, and repeat that these safes were furnished in good faith at very reasonable prices, and in most cases postmasters anticipated their payment by the Department by paying the bills as presented from their own funds.

The interests of this Bureau are so many and so various that their satisfactory administration is always more or less difficult and embarrassing. These interests are not only coextensive with the country, but they intimately concern, so far as the management of post-offices

is concerned, every citizen of the land. So far as I have had authority to direct the administration of these affairs, it has always been my object to do so with justice and fidelity.

Very respectfully,

JAMES H. MARR,

*Acting First Assistant Postmaster-General.*

HON. FRANK HATTON,

*Postmaster-General.*

6981 P M G—6



TABLE B.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase and decrease; also, the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1884.

States and Territories.	Number of Presi- dential post-offices June 30, 1883.	Number of Presi- dential post-offices June 30, 1884.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money- order post-offices June 30, 1884.	Number of money order post-office stations.
Alabama	20	22	2		1	3	18	1,357	82	
Alaska								6		
Arizona	5	6	1			1	5	131	10	
Arkansas	15	18	3			4	14	1,077	91	
California	57	56		1	4	3	49	933	160	4
Colorado	38	33		5	1	4	28	472	75	
Connecticut	53	55	2		3	13	39	409	67	
Dakota	20	41	21			6	35	795	66	
Delaware	7	7			1		6	116	15	
District of Columbia	1	1			1			5	1	3
Florida	13	14	1			2	12	502	38	
Georgia	28	29	1		2	4	23	1,311	99	
Idaho	2	4	2				4	166	19	
Illinois	186	189	3		5	25	159	1,977	538	8
Indiana	87	93	6		1	16	76	1,756	273	
Indian Territory								139	6	
Iowa	120	132	12		3	18	111	1,487	448	
Kansas	79	89	10		1	13	75	1,517	273	1
Kentucky	34	39	5		1	7	31	1,616	102	
Louisiana	14	12		2	1	1	10	565	57	
Maine	31	37	6		2	7	28	957	109	
Maryland	20	19		1	1	4	14	812	59	
Massachusetts	116	117	1		6	25	86	663	170	15
Michigan	105	115	10		2	23	90	1,490	314	
Minnesota	51	51			2	8	41	1,043	165	
Mississippi	22	23	1			4	19	840	91	
Missouri	66	78	12		3	5	70	1,892	263	3
Montana	9	12	3			2	10	195	25	
Nebraska	39	49	10		1	6	42	880	148	
Nevada	11	9		2		1	8	134	21	
New Hampshire	30	32	2			6	26	468	74	
New Jersey	58	62	4		4	15	43	694	81	4
New Mexico	6	7	1			3	4	165	19	
New York	207	221	14		10	45	166	2,904	436	16
North Carolina	18	24	6			3	21	1,784	99	
Ohio	134	136	2		6	39	91	2,573	420	4
Oregon	12	13	1		1	1	11	435	54	
Pennsylvania	154	166	12		5	36	125	3,672	351	9
Rhode Island	11	11			1	4	6	114	19	
South Carolina	16	19	3		1	2	16	776	49	
Tennessee	21	27	6		2	3	22	1,785	106	
Texas	61	77	16		4	9	64	1,530	214	
Utah	7	5		2	1	1	3	234	17	
Vermont	27	26		1		6	20	484	89	
Virginia	28	31	3		2	6	23	1,853	100	
Washington	8	11	3			2	9	320	22	
West Virginia	14	17	3		1	2	14	1,101	57	
Wisconsin	78	84	6		1	15	68	1,375	241	2
Wyoming	4	4				1	3	94	10	
Total	2,143	2,323	194	14	81	404	1,838	47,694	6,243	71

TABLE C.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1884; also statement of the number of post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase or decrease.

States and Territories.	Post-offices.			Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1883.	Whole number of post-offices June 30, 1884.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Resigned and commissions expired.	Removed and suspended.	Deceased.					
Alabama.....	115	55	22	217	13	19	441	1,322	1,382	60	.....
Alaska.....	.....	.....	.....	2	.....	.....	2	6	6	.....	.....
Arizona.....	25	15	4	38	2	2	86	125	135	10	.....
Arkansas.....	146	69	30	237	12	18	512	1,624	1,101	77	.....
California.....	45	30	17	152	5	13	262	972	1,067	15	.....
Colorado.....	53	34	22	172	11	1	293	487	506	19	.....
Connecticut.....	7	2	2	50	.....	4	65	459	464	5	.....
Dakota.....	183	55	57	178	23	6	502	709	837	128	.....
Delaware.....	5	1	.....	9	1	2	18	119	123	4	.....
District of Columbia.....	.....	.....	.....	1	.....	1	2	6	.....	.....	.....
Florida.....	99	22	8	85	10	7	231	440	517	77	.....
Georgia.....	101	46	35	221	14	14	431	1,288	1,343	55	.....
Idaho.....	34	7	8	27	5	.....	81	142	169	27	.....
Illinois.....	80	25	23	339	22	18	507	2,112	2,167	55	.....
Indiana.....	88	26	18	258	27	20	437	1,787	1,849	62	.....
Indian Territory.....	26	10	6	38	.....	1	81	122	138	16	.....
Iowa.....	94	41	26	321	20	14	516	1,566	1,619	53	.....
Kansas.....	95	58	81	353	14	6	607	1,586	1,603	37	.....
Kentucky.....	121	54	21	327	20	12	555	1,593	1,660	67	.....
Louisiana.....	64	17	3	92	9	6	191	528	575	47	.....
Maine.....	24	7	4	90	5	14	144	974	991	17	.....
Maryland.....	44	10	11	74	7	10	156	798	832	34	.....
Massachusetts.....	14	4	4	56	2	12	92	771	761	10	.....
Michigan.....	109	30	19	254	13	11	436	1,526	1,605	79	.....
Minnesota.....	79	36	23	148	16	7	309	1,052	1,095	43	.....
Mississippi.....	88	36	17	128	8	16	293	810	1,882	52	.....
Missouri.....	122	66	49	392	17	19	665	1,912	1,968	56	.....
Montana.....	30	23	6	41	4	.....	104	189	206	7	.....
Nebraska.....	113	60	56	166	13	2	410	875	928	53	.....
Nevada.....	10	3	2	35	2	.....	60	139	144	5	.....
New Hampshire.....	10	.....	3	48	7	7	75	490	500	10	.....
New Jersey.....	26	3	14	53	2	12	110	723	746	23	.....
New Mexico.....	12	13	2	46	2	1	76	173	172	.....	1
New York.....	57	17	20	246	27	35	302	3,082	3,122	40	.....
North Carolina.....	170	44	37	216	18	20	505	1,685	1,811	126	.....
Ohio.....	116	29	20	368	23	27	581	2,620	2,707	87	.....
Oregon.....	50	11	17	81	5	6	170	407	446	39	.....
Pennsylvania.....	153	29	41	332	17	29	601	3,716	3,840	124	.....
Rhode Island.....	3	1	.....	13	.....	2	19	122	124	2	.....
South Carolina.....	56	33	16	104	17	9	235	770	793	23	.....
Tennessee.....	134	34	27	244	19	17	475	1,715	1,815	100	.....
Texas.....	213	57	40	360	20	21	711	1,448	1,604	156	.....
Utah.....	17	3	1	34	3	.....	58	225	239	14	.....
Vermont.....	5	.....	1	29	5	.....	44	505	510	5	.....
Virginia.....	143	64	41	207	30	11	496	1,808	1,882	79	.....
Washington.....	49	14	11	50	4	4	132	296	331	35	.....
West Virginia.....	107	28	16	130	3	6	390	1,039	1,118	79	.....
Wisconsin.....	61	22	28	183	12	11	317	1,422	1,461	39	.....
Wyoming.....	15	11	3	22	4	.....	55	93	97	4	.....
Total.....	3,414	1,260	912	7,265	513	477	13,841	47,863	50,017	2,155	1

TABLE D.—General statement of the business transacted in the division of Post-Office Supplies for the fiscal year ended June 30, 1884.

## TOTAL AMOUNT OF SUPPLIES FURNISHED FOR THE YEAR 1883-'84.

Date.	Stamps.								
	No. 1.	No. 1.	No. 2.	Name.	Cancela.	Steel type.	Octagon.	Received.	New York style.
First quarter.....	204	41	463		3,000	2,710	24	32	19
Second quarter.....	202	34	884	64	3,000	7,815	76		
Third quarter.....	481	160	228	118		3,805	142	105	
Fourth quarter.....	1,143	127	4,216	128	2,500	3,365	690	221	61
Total.....	2,030	371	5,771	310	8,500	17,695	932	358	80

Date.	Twine.			Balances.					Wrapping paper.	
	Cotton.	Hemp.	Jute.	8-ounce.	4-pound.	62-pound.	240-pound.	600-pound.	20 by 25.	28 by 40.
First quarter.....	Pounds. 18,790	Pounds. 33,260	Pounds. 140,716	904	69	7	3	3	Reams. 5,166	Reams. 112
Second quarter.....	11,295	44,731	155,836	792	71	5	5	2	3,477	117
Third quarter.....	14,905	48,241	182,044	1,280	81	6	11	3	2,523	120
Fourth quarter.....	81,306	32,057	68,121	1,122	69	8	2	4	3,050	104
Total.....	126,296	158,298	566,717	4,098	290	26	21	12	14,216	453

Statement of the different sums appropriated and expended for supplies on account of division of Post-Office Supplies, Post-Office Department, during the fiscal year ending June 30, 1884.

Fiscal year 1883-'84.	Appropriation.	Expenditure.	Balance.
Wrapping-paper .....	\$25,000	\$24,988 18	\$11 82
Cotton twine .....	63,000	62,998 41	1 59
Hemp twine .....			
Jute twine .....			
Letter-balances, &c .....	20,000	19,998 35	1 65
Marking-stamps, &c .....	20,000	10,670 82	9,329 68



## REPORT OF THE POSTMASTER-GENERAL.

E.—Statement showing the number of carriers in service June 30, 1884, the amount of mail postage on local matter, during the

Post-office.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	6	680,257	231,472	54,565	30,564	2,842	667,334
Albany, N. Y.	32	3,725,718	638,055	456,437	384,224	13,727	1,684,908
Allegheny, Pa.	17	1,654,818	361,661	299,730	185,850	10,178	1,265,846
Allentown, Pa.	6	428,930	126,436	38,368	11,214	2,118	311,151
Altoona, Pa.	6	341,860	92,872	32,679	9,333	1,054	313,652
Atchison, Kans.	6	455,510	132,018	35,222	25,808	2,656	280,527
Atlanta, Ga.	15	2,792,213	681,550	281,359	335,063	22,444	2,024,758
Auburn, N. Y.	8	893,141	223,522	116,147	44,616	3,770	628,530
Augusta, Ga.	8	973,908	321,033	73,685	56,156	7,134	543,027
Augusta, Me.	4	579,595	121,471	21,101	11,371	17,460	171,505
Austin, Tex.	4	263,378	59,613	10,040	10,481	1,720	221,745
Baltimore, Md.	113	9,021,393	2,278,808	2,015,510	1,941,863	67,666	5,244,303
Bangor, Me.	5	397,226	86,038	35,750	23,115	2,980	260,429
Bay City, Mich.	6	444,793	106,104	66,418	43,208	3,089	365,452
Binghamton, N. Y.	7	622,971	175,233	74,466	37,253	2,761	431,394
Bloomington, Ill.	7	714,083	203,352	56,115	66,659	6,955	664,862
Boston, Mass.	258	20,350,959	5,606,811	10,378,317	5,193,811	106,914	13,481,662
Bridgeport, Conn.	10	624,869	152,786	103,911	51,267	2,775	489,707
Brooklyn, N. Y.	141	10,287,864	2,550,452	4,014,791	2,512,259	68,602	7,046,206
Buffalo, N. Y.	43	7,326,859	1,247,840	1,424,974	1,128,030	57,872	5,020,517
Burlington, Iowa	7	1,252,087	209,428	157,077	134,738	8,755	957,630
Burlington, Vt.	5	613,142	141,122	64,438	21,240	4,742	392,088
Camden, N. J.	10	770,466	254,682	102,615	117,816	4,646	629,224
Canton, Ohio	5	525,130	171,648	43,369	20,468	3,183	474,492
Cedar Rapids, Iowa.	4	248,211	68,649	24,609	12,092	1,118	270,104
Charleston, S. C.	11	1,082,184	288,059	123,315	147,226	14,530	560,071
Chattanooga, Tenn.	5	260,711	57,594	37,982	15,287	6,421	170,018
Chicago, Ill.	277	44,446,292	9,541,918	10,108,859	7,152,810	352,799	14,865,011
Cincinnati, Ohio	108	10,682,790	2,124,360	2,496,600	1,927,700	69,962	5,335,230
Cleveland, Ohio	52	7,197,665	1,703,639	1,273,521	752,189	70,331	4,620,799
Columbus, Ohio	18	2,514,426	654,592	207,900	154,069	13,944	1,697,267
Concord, N. H.	5	571,103	158,604	32,747	26,167	3,306	397,425
Council Bluffs, Iowa.	5	377,727	107,094	26,515	8,716	5,618	260,462
Covington, Ky.	6	477,301	130,981	30,304	30,374	3,070	368,322
Dallas, Tex.	6	1,064,447	155,789	68,577	75,315	4,995	538,677
Davenport, Iowa	9	1,276,396	262,381	65,745	63,773	5,714	766,472
Dayton, Ohio	15	1,857,789	552,373	245,023	164,285	13,791	1,244,712
Denver, Colo.	20	2,767,443	890,198	430,844	281,995	9,612	1,910,491
Des Moines, Iowa	12	1,685,390	520,697	178,413	133,866	14,011	1,074,547
Detroit, Mich.	44	7,477,778	1,804,108	1,335,317	788,073	59,246	3,412,570
Dubuque, Iowa.	7	724,445	221,211	69,336	62,985	7,489	624,454
Easton, Pa.	7	747,428	189,252	63,786	40,926	2,928	480,848
East Saginaw, Mich.	6	637,398	183,722	63,485	25,026	4,998	554,954
Elizabeth, N. J.	7	817,305	210,920	133,496	80,396	2,437	821,995
Elmira, N. Y.	8	1,367,998	372,494	117,066	68,073	8,638	654,269
Erie, Pa.	10	1,917,300	261,012	198,881	180,872	2,239	1,282,727
Evansville, Ind.	9	1,117,307	346,150	51,751	67,427	10,458	983,458
Fall River, Mass.	9	775,810	98,394	61,506	56,148	1,726	610,681
Fort Wayne, Ind.	9	836,456	232,310	92,804	61,613	7,863	625,468
Galesburg, Ill.	5	427,703	101,006	22,884	20,019	5,405	315,424
Galveston, Tex.	9	1,247,663	190,562	65,395	40,675	12,523	556,484
Gloucester, Mass.	4	267,672	42,437	15,645	11,302	650	154,650
Grand Rapids, Mich.	14	2,296,444	576,095	428,832	236,197	16,345	1,793,168
Hannibal, Mo.	5	367,459	102,522	38,752	20,847	3,065	364,755
Harrisburg, Pa.	9	652,334	189,600	55,934	48,249	3,360	722,949
Hartford, Conn.	19	1,019,013	217,748	236,403	141,653	8,639	904,839
Haverhill, Mass.	6	647,897	180,893	43,375	30,595	1,630	617,067
Hoboken, N. J.	6	497,036	120,683	35,614	58,863	3,814	219,451
Holyoke, Mass.	6	367,260	77,590	60,125	12,222	1,549	328,848
Houston, Tex.	7	797,770	186,213	94,351	51,436	6,385	563,324
Indianapolis, Ind.	33	4,666,624	1,010,911	558,638	497,632	36,311	2,557,751
Jackson, Mich.	6	777,362	224,004	55,075	39,908	3,009	724,484
Jacksonville, Fla.	5	286,300	60,462	14,812	8,536	11,161	113,338
Jersey City, N. J.	29	1,914,498	456,418	305,265	297,074	8,546	1,252,430
Kalamazoo, Mich.	5	570,266	205,186	31,024	24,568	3,605	411,706
Kansas City, Mo.	27	5,169,570	1,435,608	570,679	348,211	47,712	3,180,406
Keokuk, Iowa	6	689,491	189,308	77,416	47,157	5,406	358,457
Knoxville, Tenn.	6	402,432	141,676	29,275	12,245	6,330	258,564
La Fayette, Ind.	6	516,837	169,616	45,060	24,180	3,353	497,833
Lancaster, Pa.	7	789,614	199,162	50,857	49,764	2,897	458,165

delivered and collected, the number of pieces handled, the cost of service, and the amount of fiscal year ending June 30, 1884.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
557,724	199,399	180,300	2,610,457	435,076	\$5,292 24	2.0	\$882 04	\$2,055 67	
2,338,912	675,314	290,215	10,429,510	325,922	29,565 35	2.8	923 91	14,866 95	
1,076,113	318,613	168,298	5,340,607	314,153	15,043 25	2.8	884 90	8,898 17	
326,279	150,659	56,942	1,452,117	242,019	4,798 00	3.3	799 07	1,198 93	
106,142	50,700	13,157	1,051,449	175,241	4,343 88	4.1	723 98	1,224 35	
327,383	106,290	58,140	1,423,554	237,250	4,994 26	3.5	832 38	961 98	
2,057,325	506,633	179,946	8,881,291	592,086	12,382 55	1.4	825 50	12,092 17	
628,553	175,957	83,883	2,798,119	349,765	6,816 30	2.4	852 04	2,952 85	
399,890	142,302	47,761	2,465,256	308,157	6,615 58	2.7	826 95	2,237 41	
427,897	104,228	33,857	1,488,485	372,121	3,433 67	2.3	858 42	1,122 77	
16,766,109	39,841	20,447	789,791	197,448	3,135 70	4.0	783 92	1,146 78	
499,783	4,925,242	1,102,635	43,383,589	383,926	105,671 46	2.4	935 15	79,187 96	
227,713	151,362	41,187	1,497,870	299,574	3,948 03	2.6	789 61	1,097 65	
350,503	66,257	34,898	1,357,932	226,322	4,575 95	3.4	762 66	2,873 02	
422,187	107,182	125,234	1,926,997	275,285	4,769 80	2.5	681 40	3,845 68	
34,206,784	219,290	277,675	2,631,178	375,883	5,082 23	1.1	723 18	2,294 27	
416,519	9,107,570	3,884,592	102,317,420	396,579	249,072 54	2.4	965 40	378,661 43	
9,222,866	117,615	44,268	2,003,712	200,371	8,127 39	4.0	812 74	4,607 84	
5,188,092	3,612,185	1,325,083	40,639,338	288,226	132,450 64	3.2	939 37	241,626 90	
980,296	1,941,032	585,348	23,920,594	556,293	39,956 23	1.7	929 21	49,500 30	
497,845	301,399	186,003	4,187,411	508,201	5,531 84	1.3	790 26	4,631 80	
490,445	114,501	123,042	1,932,160	368,432	4,260 50	2.2	852 10	2,066 28	
465,800	191,905	66,526	2,627,925	262,792	7,479 24	2.9	747 92	3,500 70	
165,230	144,523	272,473	2,121,106	424,221	4,252 00	2.0	860 40	1,574 88	
955,113	57,418	11,788	859,417	214,854	3,095 43	3.6	773 86	2,066 68	
183,774	369,786	107,201	8,648,365	331,669	9,226 83	2.5	838 80	5,228 42	
46,702,024	55,247	16,920	803,954	160,791	3,002 57	3.7	600 51	3,117 48	Sept. 1, 1883
6,872,650	18,715,635	10,676,447	162,561,805	586,866	251,044 30	1.5	906 29	403,139 50	
5,154,132	2,479,030	1,791,710	33,780,052	312,778	100,647 25	3.0	931 92	76,262 01	
1,458,523	1,736,525	656,647	23,165,446	445,489	45,899 79	2.0	882 40	63,009 09	
370,966	568,281	179,829	7,448,831	413,824	15,060 17	2.0	836 67	8,754 38	
277,384	138,919	75,714	1,774,951	350,990	4,266 73	2.4	853 35	1,452 00	
400,449	96,991	24,101	1,184,604	236,922	4,309 74	3.6	861 95	1,824 29	
720,280	112,573	89,431	1,643,805	273,968	4,677 17	2.8	779 53	1,118 80	
546,538	166,159	68,787	2,863,026	477,171	5,201 40	1.8	866 90	3,526 98	
1,312,911	197,256	54,683	3,239,458	359,939	7,666 65	2.3	851 85	2,133 74	
844,416	541,272	507,142	6,440,498	429,348	12,785 12	2.0	852 34	7,253 76	
1,879,810	319,619	238,787	8,189,505	406,475	15,007 24	1.8	750 36	16,387 35	
1,849,410	390,584	126,221	5,003,039	416,920	10,070 33	2.0	639 19	6,543 41	
3,448,121	1,022,693	324,600	19,669,706	447,039	39,427 43	2.0	893 81	35,278 37	
748,596	259,116	99,999	2,818,131	402,590	6,360 75	2.2	908 68	2,185 65	
506,201	174,496	55,124	2,242,187	320,312	6,200 29	2.8	885 61	1,863 91	
438,007	156,081	58,867	2,123,038	353,839	4,601 55	2.1	766 92	2,575 23	
507,749	188,636	144,006	2,964,930	423,561	6,113 55	2.0	873 36	3,586 54	
482,934	187,960	118,529	3,374,281	421,785	6,443 71	1.9	805 46	3,511 99	
805,623	225,670	83,509	4,955,383	495,538	8,167 93	1.6	816 79	7,530 91	
1,009,505	352,996	93,465	4,031,019	403,102	8,136 24	2.0	813 62	2,094 00	
337,252	82,259	48,577	2,048,353	227,594	7,669 96	3.7	852 22	3,377 18	
457,859	178,897	78,018	2,573,788	285,976	7,561 54	2.9	840 17	3,335 41	
263,954	138,422	32,323	1,349,140	269,828	3,485 03	2.6	697 01	1,128 67	
977,121	279,305	141,555	3,513,583	390,398	7,276 43	2.1	808 49	3,473 51	
128,853	37,992	86,542	687,943	171,966	2,983 46	4.3	745 86	1,158 79	
2,171,280	638,905	254,796	8,415,132	601,081	11,591 88	1.4	827 99	12,170 81	
248,830	77,637	52,558	1,269,425	253,845	3,554 17	2.8	710 83	2,007 62	
366,004	149,533	37,746	2,225,409	247,268	7,334 78	3.3	814 98	3,595 20	
624,892	183,081	65,279	3,396,147	178,744	14,492 04	4.2	762 74	13,828 32	
384,068	87,347	48,026	2,042,898	340,483	4,994 56	2.4	832 43	2,259 00	
321,738	112,022	13,898	1,283,719	213,953	4,878 75	3.8	813 12	1,360 00	
266,125	46,677	53,626	1,229,022	204,837	4,801 59	3.9	800 26	3,146 31	
555,066	165,889	45,719	2,464,153	352,022	6,266 97	2.5	895 28	2,687 54	
2,488,414	977,171	306,660	13,133,012	397,979	32,502 81	2.4	984 92	16,213 09	
375,140	156,616	60,983	2,466,481	411,080	5,311 94	2.1	885 32	1,716 88	
432,446	79,734	57,419	1,011,860	202,372	3,280 35	3.3	676 07	1,403 03	
1,379,008	466,374	245,933	6,325,546	218,122	27,401 64	4.3	944 88	9,896 42	
288,763	113,947	115,793	1,762,868	352,574	3,943 47	2.2	788 69	1,114 71	
400,735	934,782	660,698	14,728,401	545,496	22,257 29	1.5	824 34	17,127 37	
469,100	180,473	41,614	2,058,422	343,070	4,156 27	2.0	692 71	2,508 14	
400,865	105,684	24,118	1,381,189	230,198	4,135 40	3.0	689 23	1,234 26	
332,479	125,028	50,710	1,765,096	294,168	4,887 50	2.8	811 58	1,536 94	
236,541	84,845	57,627	1,928,472	275,496	5,977 40	3.1	833 91	1,895 86	

E.—Statement showing the number of carriers in service June 30, 1884, the amount

Post-offices.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Lansing, Mich.....	4	306, 284	91, 815	18, 216	10, 655	1, 215	236, 789
Lawrence, Mass.....	9	941, 698	129, 601	111, 462	115, 954	1, 725	884, 924
Leadville, Colo.....	4	510, 564	47, 384	26, 291	17, 571	344	271, 040
Leavenworth, Kans.....	7	689, 730	148, 690	26, 232	43, 432	3, 071	552, 473
Lexington, Mo.....	5	301, 106	80, 859	10, 414	15, 922	1, 777	240, 013
Lexington, Ky.....	5	465, 196	160, 457	27, 607	20, 620	1, 821	322, 513
Lincoln, Nebr.....	6	469, 205	104, 373	46, 528	30, 344	2, 526	234, 294
Little Rock, Ark.....	6	675, 733	173, 964	106, 527	103, 363	5, 844	346, 414
Los Angeles, Cal.....	43	821, 238	46, 266	42, 410	15, 839	1, 109	232, 927
Louisville, Ky.....	14	5, 991, 628	1, 424, 834	755, 261	942, 371	66, 067	3, 069, 339
Lowell, Mass.....	6	1, 198, 770	232, 921	176, 097	118, 610	8, 911	804, 453
Lynchburg, Va.....	12	637, 128	197, 496	85, 992	16, 838	4, 422	200, 196
Lynn, Mass.....	6	1, 109, 269	276, 571	81, 407	113, 459	1, 309	714, 465
Macon, Ga.....	5	389, 923	268, 337	85, 940	80, 800	5, 941	237, 867
Madison, Wis.....	6	265, 858	99, 250	27, 536	8, 956	3, 105	431, 295
Manchester, N. H.....	5	787, 818	177, 877	47, 093	60, 674	3, 293	698, 680
Mansfield, Ohio.....	5	462, 556	144, 940	32, 320	20, 277	2, 513	350, 912
Memphis, Tenn.....	14	1, 762, 676	363, 376	144, 973	138, 935	19, 622	853, 787
Meriden, Conn.....	4	265, 858	47, 720	51, 070	27, 440	1, 166	211, 010
Milwaukee, Wis.....	28	6, 253, 432	1, 180, 717	1, 155, 285	929, 621	41, 712	2, 740, 058
Minneapolis, Minn.....	28	2, 638, 794	463, 866	404, 534	288, 829	13, 674	1, 992, 733
Mobile, Ala.....	7	620, 085	188, 205	76, 026	70, 975	5, 122	834, 854
Montgomery, Ala.....	16	1, 771, 896	39, 060	8, 410	5, 743	583	86, 896
Nashville, Tenn.....	33	2, 014, 593	513, 534	179, 684	143, 303	31, 233	1, 463, 664
Newark, N. J.....	9	2, 962, 134	761, 100	667, 566	545, 698	17, 632	1, 798, 419
New Bedford, Mass.....	22	993, 099	189, 395	113, 305	61, 085	3, 699	767, 798
New Haven, Conn.....	22	2, 454, 010	394, 751	695, 435	361, 888	13, 253	2, 221, 861
New Orleans, La.....	54	3, 440, 155	576, 472	653, 140	674, 470	40, 586	2, 514, 045
Newport, R. I.....	6	653, 380	106, 401	105, 765	27, 348	1, 706	319, 676
New York, N. Y.....	586	57, 028, 599	13, 603, 153	36, 269, 899	15, 991, 773	641, 832	26, 889, 134
Norfolk, Va.....	8	978, 590	268, 002	82, 265	83, 832	4, 405	478, 747
Oakland, Cal.....	12	1, 202, 782	175, 936	146, 251	170, 717	3, 810	846, 608
Omaha, Nebr.....	14	2, 262, 447	447, 268	324, 821	224, 828	11, 812	2, 190, 544
Oakosh, Wis.....	6	843, 945	83, 275	30, 005	20, 686	1, 855	344, 227
Oswego, N. Y.....	6	615, 732	159, 410	42, 960	23, 631	2, 649	435, 634
Ottumwa, Iowa.....	4	387, 274	108, 266	28, 721	8, 592	3, 441	219, 941
Patterson, N. J.....	11	781, 998	156, 877	113, 369	86, 445	4, 167	955, 754
Pawtucket, R. I.....	6	308, 416	68, 417	42, 017	20, 858	762	460, 051
Peoria, Ill.....	10	971, 542	269, 801	81, 467	60, 678	5, 242	727, 686
Petersburgh, Va.....	6	622, 723	238, 188	40, 967	48, 014	5, 728	500, 960
Philadelphia, Pa.....	397	81, 245, 866	9, 390, 591	22, 598, 371	10, 162, 554	189, 059	14, 220, 434
Pittsburgh, Pa.....	46	5, 457, 017	1, 871, 112	1, 970, 308	900, 419	27, 614	3, 037, 055
Pittsfield, Mass.....	4	230, 369	55, 476	35, 999	18, 632	804	171, 147
Portland, Me.....	11	957, 027	242, 347	122, 965	113, 841	6, 153	1, 098, 476
Portland, Oreg.....	7	461, 686	48, 417	61, 879	28, 030	3, 568	382, 656
Pottsville, Pa.....	4	806, 024	102, 466	28, 509	15, 558	1, 335	555, 440
Poughkeepsie, N. Y.....	7	671, 662	120, 035	70, 900	47, 152	2, 797	567, 921
Providence, R. I.....	36	2, 123, 936	536, 712	654, 548	324, 385	9, 339	1, 717, 811
Quincy, Ill.....	9	1, 172, 151	823, 325	61, 076	96, 072	9, 566	840, 925
Racine, Wis.....	5	519, 847	111, 869	33, 411	18, 569	2, 156	376, 513
Reading, Pa.....	13	974, 819	250, 095	109, 463	96, 152	3, 669	702, 810
Richmond, Ind.....	7	627, 676	203, 460	51, 187	27, 233	3, 232	493, 191
Richmond, Va.....	20	1, 802, 022	513, 614	201, 427	188, 746	20, 974	948, 724
Rochester, N. Y.....	31	4, 785, 216	823, 988	493, 667	512, 995	15, 893	2, 980, 841
Rockford, Ill.....	7	675, 374	221, 169	68, 439	38, 462	6, 235	709, 858
Sacramento, Cal.....	7	427, 394	62, 898	33, 267	36, 455	2, 502	366, 515
Saint Joseph, Mo.....	12	1, 720, 482	503, 947	218, 634	161, 249	13, 396	1, 293, 773
Saint Louis, Mo.....	146	17, 228, 276	3, 905, 646	3, 637, 529	2, 639, 867	183, 473	7, 828, 059
Saint Paul, Minn.....	28	3, 522, 315	696, 190	353, 203	240, 943	39, 045	2, 376, 411
Salem, Mass.....	8	472, 430	137, 826	66, 042	58, 323	1, 341	571, 602
San Antonio, Tex.....	6	562, 755	85, 481	24, 780	20, 185	4, 029	363, 560
Sandusky, Ohio.....	5	298, 800	96, 597	22, 439	15, 902	934	357, 495
San Francisco, Cal.....	80	6, 799, 011	899, 622	3, 165, 601	1, 958, 275	72, 941	4, 555, 597
Savannah, Ga.....	8	869, 030	236, 158	112, 098	81, 778	7, 933	487, 362
Scranton, Pa.....	11	377, 905	73, 104	77, 054	16, 013	2, 045	355, 999
South Bend, Ind.....	6	546, 655	160, 744	32, 811	22, 216	3, 185	445, 456
Springfield, Ill.....	9	973, 070	277, 232	66, 871	48, 188	5, 417	805, 424
Springfield, Mass.....	10	980, 329	242, 168	145, 617	81, 513	3, 366	691, 127
Springfield, Ohio.....	9	1, 043, 815	355, 535	91, 893	51, 121	18, 893	933, 890
Syracuse, N. Y.....	20	3, 319, 245	835, 097	542, 994	348, 670	13, 355	1, 590, 377
Taunton, Mass.....	6	301, 082	66, 703	57, 974	19, 223	926	292, 637

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Letters.	Collected.		Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
200,944	83,247	42,536	991,701	247,925	\$3,221.46	3.2	\$805.36	\$1,725.19	
906,246	162,766	99,203	3,333,579	372,620	7,911.00	2.4	879.00	3,537.68	
129,349	24,243	17,548	1,046,374	261,593	3,013.75	3.4	903.44	941.36	
714,204	157,113	76,740	2,421,775	345,968	5,288.25	2.2	735.46	1,926.27	
204,082	63,255	28,190	945,617	189,123	3,907.95	4.1	781.59	770.03	
278,818	110,687	25,690	1,413,408	235,568	3,076.99	2.8	662.83	2,061.62	
273,207	89,102	27,765	1,277,344	212,891	4,825.35	3.8	804.23	1,932.20	
636,488	265,855	48,512	2,362,700	393,783	5,083.23	2.1	847.20	4,169.52	
290,880	55,125	25,928	1,040,742	173,457	3,113.50	3.0	518.92	2,029.67	
3,841,267	1,572,511	639,021	18,302,890	425,649	41,303.10	2.2	961.93	34,317.07	Oct. 1, 1898
757,825	224,238	78,240	3,595,085	256,790	12,082.94	3.4	863.06	6,961.81	
311,686	123,800	28,766	1,628,771	271,462	4,277.88	2.6	712.98	1,218.61	
711,974	237,070	59,163	3,304,717	275,393	10,383.46	3.1	865.29	3,974.08	
635,544	190,828	31,642	2,086,027	347,671	4,800.70	2.3	600.12	1,660.12	
265,419	82,741	38,605	1,346,230	269,246	3,514.06	2.6	742.93	1,015.18	
353,173	104,426	33,827	2,264,361	251,596	7,525.00	3.3	836.11	2,079.02	
312,490	119,689	112,459	1,584,156	316,831	8,658.49	2.3	733.70	1,214.42	
662,789	187,307	87,680	4,219,114	301,365	10,897.67	2.6	778.40	4,454.25	
67,762	23,652	6,114	702,494	175,623	3,292.35	4.7	823.08	3,741.58	
3,781,567	981,488	382,324	17,452,224	425,664	37,467.39	2.1	913.84	37,334.04	
1,835,140	466,009	193,827	8,351,400	298,371	21,700.81	2.6	775.03	18,970.99	
507,171	166,595	228,973	2,698,006	385,429	5,722.13	2.1	817.45	2,662.79	
219,769	55,702	9,869	598,547	149,614	2,973.95	5.0	743.49	320.99	July 1, 1898
1,207,243	380,865	241,836	6,175,955	385,997	13,647.94	2.2	853.00	6,901.00	
2,656,737	805,527	245,108	9,879,916	299,391	31,311.26	3.1	948.83	21,071.31	
630,636	149,221	85,921	2,944,159	327,129	7,039.23	2.7	862.14	3,274.61	
1,464,823	317,635	175,968	8,099,774	368,171	18,519.30	2.3	841.79	27,632.03	
3,992,557	1,252,758	1,148,542	14,272,725	264,310	51,636.63	3.6	956.23	23,332.42	
434,454	68,893	30,872	1,747,497	291,250	5,325.04	3.0	847.51	3,564.37	
39,661,049	27,563,252	15,588,212	295,228,913	503,804	543,748.14	1.8	927.90	1,073,406.81	
842,648	329,681	91,942	3,160,152	395,019	6,516.45	2.0	814.43	4,765.66	
719,402	164,784	124,358	3,554,650	296,221	10,027.79	2.8	835.05	4,873.96	
890,717	393,387	117,977	6,863,681	490,263	11,300.92	1.6	807.21	11,226.03	
151,664	36,296	56,154	1,068,185	178,031	4,832.89	4.5	805.48	1,208.14	
253,521	96,245	45,741	1,755,423	292,570	5,038.41	2.9	839.73	1,216.06	
191,837	81,139	14,825	1,044,036	261,009	2,770.37	2.7	692.59	934.48	July 1, 1898
451,698	159,364	87,292	2,797,184	254,289	9,453.76	3.4	859.43	4,409.24	
106,242	55,658	23,313	1,174,764	193,791	4,801.61	4.1	800.27	4,392.11	
771,733	208,863	149,439	3,246,551	324,655	8,737.51	2.7	873.75	2,773.90	
381,849	246,227	50,286	2,134,942	355,824	5,110.95	2.4	831.82	1,448.77	
47,610,212	16,375,590	10,361,485	162,075,162	408,249	385,402.83	2.3	970.79	673,518.47	
3,840,992	1,389,814	536,829	18,531,160	402,851	43,356.58	2.4	942.53	76,835.57	
129,722	39,377	11,943	693,468	173,307	2,655.25	3.8	663.81	1,833.96	
1,175,675	374,325	198,721	4,280,030	349,912	9,353.06	2.1	850.28	6,299.23	
824,451	114,452	85,318	2,008,457	286,922	6,389.18	3.1	912.74	4,309.21	
199,742	63,640	104,903	1,437,617	359,404	3,423.92	2.4	855.98	971.44	
674,627	161,043	117,490	2,437,627	316,516	5,762.20	2.3	821.74	2,680.06	
2,303,091	672,897	308,253	8,645,972	240,166	35,852.14	4.1	995.89	30,855.64	
472,882	207,821	31,888	3,215,706	337,301	7,349.17	2.3	816.57	2,411.87	
200,855	49,602	15,250	1,328,294	265,659	4,278.97	3.2	855.79	1,040.96	
559,423	246,123	75,968	3,018,522	232,194	10,744.38	3.5	826.49	3,881.27	
409,275	158,949	85,538	2,059,741	294,249	5,277.31	2.5	753.90	2,328.50	
1,803,381	492,131	123,377	5,656,402	282,820	16,020.64	2.8	801.03	6,574.75	
2,534,200	494,397	314,676	13,959,823	450,317	30,946.47	2.2	998.27	18,612.44	
1,154,865	412,363	1,079,063	4,394,850	623,550	5,835.26	1.2	782.18	2,625.35	
833,741	64,817	39,961	1,267,710	195,373	5,578.08	4.1	796.87	1,296.67	
1,115,050	383,385	163,655	5,578,582	464,862	9,036.81	1.8	828.03	6,875.58	
11,570,668	3,275,323	2,920,804	53,196,655	364,361	143,237.71	2.7	981.06	178,244.29	
2,281,996	852,249	368,618	10,728,070	383,177	21,496.88	2.0	767.80	15,556.68	
282,283	95,597	50,585	1,736,029	217,004	6,734.10	3.0	841.76	2,597.96	
413,400	82,491	36,225	1,592,906	265,494	5,114.42	3.2	852.40	2,157.69	
106,640	37,157	17,385	953,349	190,670	3,844.99	4.0	768.99	1,020.89	
10,770,037	2,047,512	1,631,434	21,890,031	399,875	67,462.87	2.1	843.29	93,723.24	
135,354	289,776	89,468	2,908,657	363,619	6,587.75	2.2	822.44	7,445.94	
261,255	73,627	34,072	1,371,074	124,643	5,338.98	3.0	845.34	5,703.44	
394,222	83,202	98,825	1,784,416	297,236	4,580.30	2.6	793.36	1,131.69	
687,021	234,162	300,452	3,397,837	377,537	7,153.15	2.1	794.79	2,009.37	
489,037	148,668	48,902	2,830,787	283,079	7,486.13	2.6	746.61	6,159.97	
593,093	180,466	329,465	3,598,191	399,799	7,775.00	2.1	863.89	8,393.46	
1,244,209	518,759	195,961	8,704,667	435,433	16,151.57	1.9	807.58	14,874.97	
201,817	5,648	24,916	1,019,986	160,998	5,029.75	4.9	898.29	3,085.81	Nov. 1, 1898

## REPORT OF THE POSTMASTER-GENERAL.

**E.—Statement showing the number of carriers in service June 30, 1884, the amount**

Post-offices.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Terra Haute, Ind. ....	9	968, 587	348, 283	94, 919	67, 872	8, 186	815, 529
Toledo, Ohio. ....	20	2, 621, 840	618, 929	210, 669	179, 052	15, 542	1, 654, 582
Topeka, Kans. ....	8	1, 665, 969	451, 532	251, 351	280, 488	7, 427	946, 232
Trenton, N. J. ....	10	671, 219	174, 247	98, 883	61, 970	2, 744	543, 227
Troy, N. Y. ....	24	2, 574, 892	551, 101	486, 055	282, 920	7, 485	1, 329, 287
Utica, N. Y. ....	13	1, 594, 446	377, 391	198, 258	113, 717	7, 858	808, 380
Washington, D. C. ....	69	5, 503, 735	1, 082, 555	959, 999	819, 820	32, 577	4, 140, 343
Watertown, N. Y. ....	6	574, 696	127, 909	43, 622	14, 952	3, 366	379, 863
Wheeling, W. Va. ....	10	917, 755	272, 683	76, 287	66, 346	10, 553	605, 326
Wilkes-Barre, Pa. ....	7	421, 843	99, 229	53, 452	28, 193	1, 751	344, 432
Williamsport, Pa. ....	6	710, 297	226, 424	109, 401	38, 502	2, 486	512, 872
Wilmington, Del. ....	12	1, 121, 896	257, 097	188, 182	124, 868	4, 535	728, 870
Wilmington, N. C. ....	6	251, 302	73, 478	31, 504	14, 478	2, 058	469, 461
Worcester, Mass. ....	15	1, 232, 992	275, 708	211, 254	194, 325	4, 332	1, 084, 302
Yonkers, N. Y. ....	5	281, 370	44, 832	55, 835	14, 764	868	175, 341
York, Pa. ....	5	303, 920	90, 776	27, 698	13, 849	1, 716	273, 566
Youngstown, Ohio. ....	6	504, 529	148, 435	50, 835	25, 317	2, 323	436, 341
Zanesville, Ohio. ....	5	515, 777	156, 679	83, 427	24, 937	4, 109	361, 180
Total .....	3, 890	402, 577, 395	97, 421, 725	121, 853, 932	69, 230, 704	5, 093, 961	231, 645, 185
Amount paid post-office inspectors on free-delivery service.....							
Total .....							

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
694, 071	295, 716	155, 659	8, 448, 822	383, 202	\$6, 884 81	2.0	\$764 92	\$3, 011 97	
1, 868, 585	840, 486	821, 126	8, 328, 797	416, 440	17, 011 11	2.0	850 55	7, 485 08	
970, 832	474, 518	151, 793	5, 179, 842	647, 480	5, 659 68	1.1	707 46	7, 685 90	
570, 402	118, 014	55, 100	2, 295, 806	229, 581	8, 457 40	3.7	845 74	5, 008 84	
1, 866, 496	519, 816	899, 840	8, 017, 995	334, 083	20, 495 57	2.5	853 98	14, 832 83	
1, 266, 149	387, 762	144, 769	4, 898, 780	376, 841	10, 780 11	2.2	829 24	5, 530 07	
4, 110, 422	1, 187, 423	799, 675	18, 636, 549	270, 095	64, 863 97	3.5	940 06	36, 455 33	
366, 135	91, 745	232, 906	1, 835, 194	305, 866	4, 136 40	2.2	089 40	1, 431 56	
832, 289	251, 428	101, 173	3, 183, 840	313, 384	7, 834 59	2.5	783 46	2, 733 67	
315, 732	77, 177	22, 718	1, 364, 527	194, 932	5, 600 00	4.1	800 00	3, 802 64	
583, 096	152, 681	74, 420	2, 410, 379	401, 730	4, 705 92	1.9	784 32	3, 513 29	
587, 590	209, 861	36, 746	3, 259, 145	271, 595	9, 974 37	3.0	831 20	5, 996 84	
199, 752	61, 078	12, 382	1, 115, 583	185, 930	4, 030 00	3.6	671 67	2, 529 71	
638, 805	230, 701	67, 244	3, 939, 663	262, 644	13, 147 38	3.3	876 49	8, 968 00	
140, 321	30, 967	13, 979	758, 277	151, 655	3, 480 93	4.6	696 19	3, 562 99	
163, 299	54, 018	84, 962	968, 804	192, 761	3, 725 27	3.8	745 05	1, 231 52	
289, 984	89, 948	68, 611	1, 616, 323	269, 387	4, 878 23	3.0	813 04	1, 741 80	
323, 203	124, 781	59, 522	1, 603, 615	320, 723	3, 819 96	2.4	763 99	1, 331 14	
414, 198, 891	130, 057, 814	70, 475, 010	1, 540, 554, 117	396, 029	3, 496, 267 29	2.3	898 78	4, 777, 484 87	
					7, 939 23				
					3, 504, 206 52				



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**R E P O R T**  
**OF THE**  
**SECOND ASSISTANT POSTMASTER-GENERAL**  
**FOR**  
**1 8 8 4 .**

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 15, 1884.*

SIR: The cost of inland transportation on the 30th day of June, 1884, was:

For 11,729 star routes, aggregating 226,779 miles .....	\$5, 089, 941
For 117 steamboat routes, aggregating 15,591 miles.....	596, 573
For 1,573 railroad routes, aggregating 117,160 miles .....	15, 012, 603
	20, 699, 117

Comparison with the last annual statement shows, for the star service, an increase of 402 routes, a decrease of 86 miles, and an increase of \$350,463 in annual cost; for the steamboat service an increase of 2 routes, a decrease of 502 miles and of \$11,048 in annual cost; for the railroad service, an increase of 60 routes, of 6,952 miles, and of \$1,124,803 in annual cost. In this statement no allowance is made for fines and deductions; the amounts actually disbursed appear in the report of the Auditor. The number of contracts drawn in duplicate, during the year ended June 30, 1884, was 5,250.

At the close of the last fiscal year more star service was in operation than indicated by an average for the five years next preceding, and performed at a diminished cost. This will more fully appear by the table following:

	Average for 1879, 1880, 1881, 1882, and 1883.	For year end- ed June 30, 1884.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Transportation.....	75, 980, 055	81, 109, 052	6. 78	.....
Annual cost.....	\$0, 194, 802	\$5, 089, 941	.....	17. 84
	<i>Cents.</i>	<i>Cents.</i>	.....	.....
Cost per mile.....	8. 18	6. 28	.....	23. 23

#### STAR SERVICE.

The report of my predecessor for the preceding fiscal year indicated that the reduction in the cost of the star service, from the rate of expenditure June 30, 1880—which reduction, amounting to \$2,582,021, was effected during his administration of this office—had ceased, and that in consequence of the continuous rapid development of the country

the expenditure for this service would be thenceforth gradually increased.

The rate of expenditure on account of the star service on June 30, 1883, was \$4,739,478. The rate on July 1, 1883, was \$4,992,170. The rate on June 30, 1884, was \$5,089,941, an increase over the preceding June of \$350,463, and over the following July of \$97,771. This increase was principally due to the 402 new routes scattered through the States and Territories, upon which contracts were awarded under advertisements, and was in part caused by an increase in the contract prices of old routes readvertised in the general advertisement of October 16, 1882, as well as to increases of trips and distance upon routes already in operation. Upon the basis of cost here given, and for the reason that I anticipate that the present contract prices for the service in the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, will be increased under the competition invited by the advertisements of September 15, 1884, for the new term beginning July 1, 1885, an estimate of \$5,900,000 is submitted for the fiscal year ending June 30, 1886.

No allowances for increase of expedition have been made during the past year, and at my suggestion section 620 of the regulations of 1879 has been rescinded. That regulation had for its origin and continuation a method of adjusting compensation for expedition that has been demonstrated as both unsafe and unreasonable and one which I believe is wholly unwarranted by the statute.

It gives me pleasure to report that in practice the new form of sub-contract which was adopted October 1, 1883, simultaneously with regulations which prescribed certain restrictions upon subletting mail contracts, has fully secured the results expected and given to subcontractors the additional security sought, and has at the same time removed a class of vexatious disputes between contractors and subcontractors, hitherto brought to this office for adjudication, though they were not properly within its province to determine.

Early in the last session of Congress I submitted to your predecessor and to the Committee on the Post-Office and Post-Roads of the House of Representatives, a draft of a bill to regulate the letting of mail contracts, which, with the addition by the committee of one section (the fourth), was reported for enactment April 1, 1884, as a substitute for the bill H. R. 6407, as originally drawn. (See H. R. Report No. 1052, Forty-eighth Congress, first session.) The bill, however, remains upon the calendar for consideration.

The fourth section of that bill is as follows:

**SECTION 4.** That the first part of section two of an act to regulate the advertising of mail lettings, and for other purposes, approved May seventeenth, eighteen hundred and seventy-eight, be so amended as to read as follows: "Hereafter no subletting or transfer of any mail contracts shall be permitted unless the annual compensation under the contract for the service shall exceed seven hundred dollars, and in no case without the consent in writing of the Postmaster-General."

This section, its advocates have insisted, would prevent speculation in mail contracts because, it was argued, no person would bid for service on a large number of routes with the knowledge that he could not sublet them. It was in vain that this office directed attention to the fact that over 98 per centum of the routes are let at less than \$700, and that this section would not prevent certain contractors from hiring carriers, who after performance of service might have no means to secure their earnings by evidences of agreements that this Department could recognize, and that its enactment would place the majority of the sub-

contractors or carriers in exactly the position they occupied prior to the passage of the act of May 17, 1878 (20 Stats., p. 62), commonly called the "subcontract law," which grew out of a condition of affairs in no wise conducive to the protection generally of subcontractors, which condition this section seems admirably calculated to restore. It has not been explained, nor has it been perceived, why the endeavor to restrict subletting should begin at \$700, rather than \$100 or \$100,000. Should not the widest latitude be given or the reverse?

Since the adjournment of Congress I have taken up the bill with the desire to again submit it with the fourth section omitted, but with the addition of two sections (the second and fourth) touching temporary service and expedition, together with a slight alteration of sections 1 and 6 in relation to proposals for steamboat service, payment of subcontractors, and the repeal of sections of existing law. The bill, as amended, I beg leave to submit to you for transmission to Congress with a favorable recommendation. It is as follows:

PROPOSED BILL TO REGULATE THE LETTING OF MAIL CONTRACTS.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That every proposal for carrying the mail, made under a general or miscellaneous advertisement, shall be accompanied by the bond of the bidder, in a sum to be designated by the Postmaster-General in the advertisement of each route, and in a form to be prescribed by the Postmaster-General, with sureties approved by a postmaster at a post-office upon or contiguous to the route to which the proposal relates (except for steamboat service, and in such case the sureties may be approved by any postmaster of the first, second, or third class), to which bond a condition shall be annexed that if the said bidder shall, within such time after his bid is accepted as the Postmaster-General shall prescribe, enter into a contract with the United States of America, with good and sufficient sureties, to be approved by the Postmaster-General, to perform the service proposed in his said bid, and, further, that he shall perform the said service according to his contract, then the said obligation to be void, otherwise to be in full force and obligation in law; and in case of failure of any bidder to enter into such contract to perform the service, or, having executed a contract, in case of failure to perform the service according to his contract, he and his sureties shall be liable for the amount of said bond as liquidated damages, to be recovered in an action of debt on the said bond. No proposal shall be considered unless it shall be accompanied by such bond, and there shall have been affixed to said proposal the oath of the bidder, taken before an officer qualified to administer oaths, that he has the ability, pecuniarily, to fulfill his obligations, and that the bid is made in good faith, and with the intention to enter into contract and perform the service in case his bid is accepted: And if any bidder or surety shall knowingly and willfully swear falsely to any statement that the Postmaster-General may require under the provisions of this section, he shall be deemed guilty of perjury, and, on conviction thereof, be punished as is provided by law for commission of the crime of perjury.

SEC. 2. That in cases where advertisements for temporary service may become necessary, or in cases of informal advertisements under the provisions of the following section, the Postmaster-General may, in his discretion, require a bond, upon proposals invited thereunder, with sureties to be approved and oaths to be certified in such manner as he may deem proper; and any bidder or surety shall, in case of default or false oath, be subject to the penalty prescribed in the preceding section.

SEC. 3. That whenever, from any cause, no proposal is received for the performance of mail service on any route that has been advertised at any general or miscellaneous letting, or whenever the lowest proposal received is considered too high, the Postmaster-General may informally readvertise the service, for not less than ten days, at the terminal points upon the route, and at such other points as he may deem proper; and the contract made under such advertisement shall run, as nearly as possible, from the beginning to the end of the regular contract term; and during the time that may necessarily be lost by reason of a failure to receive a proposal or make an award, the Postmaster-General may employ temporary service upon the conditions imposed by law therefor.

SEC. 4. That whenever it shall become necessary to increase the speed upon which the mail is carried under contract on any post-route, the service shall be readvertised for the reduced running time required: *Provided*, That the contractor, with the consent of his sureties, shall have the option of continuing service upon the expedited

running time without additional compensation therefor. And in any case where the contractor, with the consent of his sureties, shall have signified his desire to continue the service upon the reduced running time, and an order shall have been made in pursuance thereof, he shall, if required by the Postmaster-General, perform the expedited service until the termination of his contract in like manner as if such expedited service had been originally advertised.

SEC. 5. That in awarding contracts for mail service the Postmaster-General shall not be bound to consider the proposal of any person who has imposed, or aided in the imposition, upon the United States of an insufficient bond upon any proposal or contract for carrying the mail, or who has made any false statement to any postmaster or other official in the postal service, to secure a certificate to the sufficiency of the sureties upon any such proposal or contract, or who has made or filed, or aided in the making or filing of, any false statement in relation to any post-road or mail service thereon, with the intent thereby to defraud or otherwise cause loss to the United States.

SEC. 6. That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, and for other purposes," approved March first, eighteen hundred and eighty-one, be, and it is hereby, amended by striking out in lines twenty-eight and twenty-nine, the words "and upon a bulletin-board in a public place in the Post-Office Department building at Washington, in the District of Columbia." That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, be, and it is hereby, amended by striking out in lines eighty-nine, ninety, and ninety-one, the words "and charged to the contractor, provided that such payment shall not in any case exceed the rate of pay per annum of the contractor," and insert in lieu thereof the following words: "Out of any moneys that may be due the contractor for carrying the mail on the same or any other route." And sections thirty-nine hundred and forty-six, and thirty-nine hundred and fifty-three of the Revised Statutes, and subsection two hundred and fifty-three of section twelve of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes," approved June twenty-third, eighteen hundred and seventy-four, and subsection two hundred and forty-six of an act entitled "An act to amend subsections two hundred and forty-six and two hundred and fifty-one of section twelve of an act entitled 'An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes,' approved June twenty-third, eighteen hundred and seventy-four, and for other purposes, and section thirty-nine hundred and fifty-four of the Revised Statutes," approved August eleventh, eighteen hundred and seventy-six, and all acts and parts of acts inconsistent with the provisions of this act be, and the same are hereby, repealed.

In support of this measure, and as explanatory of the 1st and a part of the 6th section, I cannot do better than to quote from report No. 1052 already mentioned:

This bill has for its object, primarily, the exclusion from competition at mail lettings of "speculating bidders," and the award of contracts for carrying the mails to persons residing upon or contiguous to the various mail routes throughout the country. Its further object is to remove some statutory restrictions upon bidding which operate to the disadvantage of the Government as well as to the carriers of the mails.

The provisions of section 3945, Revised Statutes, as amended by the twelfth section of the act of June 23, 1874 (18 Stats., p. 235), require that every proposal for carrying the mail shall be accompanied by a bond, with sureties approved by a postmaster. Under this law bidders who obtain mail contracts for the purpose of subletting can obtain the certificate of one postmaster, in any part of the United States, to the sufficiency of the sureties upon any number of proposals, and can bid for every route advertised at the general and miscellaneous lettings. The first section of this bill corrects this evil by providing that the proposal of a bidder shall be accompanied by a bond, with sureties approved by a postmaster at a post-office upon or contiguous to the route to which the proposal relates, and under this provision the committee believe that it will be impossible for any speculating bidder, or combination of speculating bidders, to make legal proposals for routes in every State and Territory, as has heretofore been done. The committee believe that under the operation of this clause the effect will be to place the contracts for carrying the mails in the hands of persons living upon or near to the various routes, who will bid with full knowledge of the value of the service and the needs of the localities in which they live, and who will give their personal attention to the business.

The first section also provides that the bond accompanying each bid shall be in a form to be prescribed by the Postmaster-General, which the committee believe to be better than to prescribe the form by statute, as in section 3946 Revised Statutes. If the Postmaster-General has the discretion to fix the form of bond, he may demand more security than the law now affords, the same security, or less, as the case may require. At any rate your committee is informed that the Post-Office Department has found by experience that section 3946 Revised Statutes, as amended by the act of August 11, 1876 (19 Stats., p. 129), is a restriction upon bidders who reside upon the routes, causing the rejection of many proposals on account of technical defects in their execution. Moreover, that law was enacted to protect the Government from schemes that were originated and carried on by speculating bidders who are now to be debarred by the operation of the proposed law. Except the changes indicated, the first section re-enacts the principal part of section 3945 Revised Statutes, and the last paragraph of section 3946 Revised Statutes.

The committee believe that the effect of this bill will be to increase expenditure not more than 5 per cent. per annum on the star appropriation each year for the next four years, beginning July 1, 1884. This additional expenditure could not be better applied, as it will result in a great improvement in the mail service throughout the whole country. It is presumed that there are few members of the House of Representatives who have not complained of inefficient mail service on the small routes, the cause being that under present legislation, which permits speculation on a large scale in mail routes, the service is performed under subcontracts at rates too low to be remunerative to the subcontractors. Among the many objections to the professional contracting system the committee have thought it proper to point out a few, as follows:

1. The correction of irregularities is often delayed by reason of the remote residence of the contractor.

2. A failure of a contractor upon one of his routes may cause a failure on many others in which he is interested, a consequent interruption of the service, a reletting of the service to other speculators, and a repetition of the same difficulties.

3. Speculating contractors in many cases instigate petitions for changes of schedules and service, whereby the efficiency of the service may be impaired in order to secure the subletting of routes at the lowest possible rates.

4. They subdivide routes in such a manner as to cause the transfer of the mail at points where there are no post-offices, and disregarding the prescribed schedules in such a way as to frequently delay the mail. This subletting routes in sections has caused difficulty in the adjustment of fines and deductions for delinquencies.

5. The competition among speculating bidders is so great and the price at which routes are awarded under their proposals is so low that to secure a profit they are obliged to sublet to parties who provide an inferior equipment, and as a consequence failures and changes of contractors and subcontractors occur, resulting in a wretched service, delaying the settlement of accounts, and preventing reliable local bidders from securing the service at a fair price.

The sixth section of this bill repeals sections of law in conflict with it, and others not in conflict, but which are regarded as restrictive legislation upon bidding. For example, section 3953, Revised Statutes, and amendatory acts further described by their titles, require that certain proposals for mail service shall be accompanied by certified checks or drafts. As shown in two reports of the Second Assistant Postmaster-General, this section does not afford any additional security, and prevents local bidders from competing, because it is inconvenient or impossible for them to secure checks or drafts, or, if obtainable, they are unwilling to lose the interest for six months upon their money in the event that they are unsuccessful under the competition.

Section 1 of the act of June 30, 1882, should be amended as indicated in the sixth section of this bill. That section operates, as it now stands, solely for the benefit of speculating bidders in the city of Washington, D. C.

The committee, after patient investigation of the subject, recommend this bill, and they believe that in its operation it will be found complete and effective for the object sought to be accomplished.

Your committee therefore recommend the passage of the substitute submitted with this report.

The second section of the bill provides for bonds upon proposals for temporary service in such cases as the Postmaster-General may designate. In many instances the time in which temporary service is advertised and let is too short to obtain bonds, while in others there may be an opportunity. It is desirable that authority be given by statute to require bonds, as there are occasions when bidders under advertisements for temporary service fail to enter into contract in accordance

with their proposals, and the service is therefore reawarded to other parties at increased expense. Such failures are not so liable to occur where security is exacted for the faithful performance of service.

The third section permits a readvertisement, for not less than ten days, for service to run for the residue of the contract term only in cases where an advertisement has been issued and *no proposals have been received* in response to it, or where the lowest proposal received is considered too high. Under the present law in such cases an advertisement for temporary service for one year, followed by an advertisement at the general letting, is required to continue service during the full contract term.

The fourth section of the proposed bill is recommended as a substitute for section 3961, Revised Statutes, and the proviso of section 2 of the act of April 7, 1880, which relate to the allowance of extra compensation for expedition in carrying the mails. Section 3691 Revised Statutes is as follows:

No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution.

This section is limited by the act of April 7, 1880, in the following terms:

*Provided*, That the Postmaster General shall not hereafter have the power to expedite the service under any contract either now existing or hereafter given to a rate of pay exceeding 50 per centum upon the contract as originally let.

The regulation adopted in 1879, heretofore referred to as having been rescinded, was intended to indicate a correct method of obtaining data for accurately determining allowances for expedition, but the practice in vogue under it permitted allowances largely in excess of the value of the service. The section is as follows:

SEC. 620. When it becomes necessary to increase the speed on any route, the contractor will be required to state, under oath, the number of horses and men required to perform the service according to contract schedule and the number required to perform it with the proposed increase of speed.

I shall apply the practice of this Department prior to April 7, 1880, under section 3961 Revised Statutes, and the regulation to a particular route.

Upon route No. 39104 from Santa Fé to Fort Stanton, New Mexico, distance 197 miles, contract term July 1, 1878, to June 30, 1882, the service was required to be performed three times each week upon a schedule of 69 hours at \$5,244 per annum. Application having been made for an expedition of the schedule to 48 hours, the contractor, as required by the regulation, submitted a statement under oath that the 69-hour schedule required, for three times a week service, the employment of six men and eight animals, and that to perform the same number of trips in 48 hours would require twenty-four men and forty-six animals. The method of calculation in vogue fixed the compensation as follows:

Three times a week, 48 hours, 24 men, 46 animals = .....	70
Three times a week, 69 hours, 6 men, 8 animals = .....	14

Increase .....	56
----------------	----

Or,

14: \$5,244 :: 56: \$20,976

*pro rata* for expedition, an increase of 400 per cent. for a reduction of 21 hours, or 30+ per cent. in the running time.

The contractor waived \$13,110, and accepted \$7,866 in lieu of \$20,976, or 150 per cent. increased compensation. Whether the amount paid to the contractor was extravagant or insufficient, need not here be the subject of discussion. My purpose in giving this illustration is to point out that an act of Congress that will permit an increase in the compensation by the method illustrated should be repealed. I do not believe that Congress intended, in using the words "stock" and "carriers" in the law, to mean "horses" (or animals) and "men," as used in the regulation. But if such was the intention, then the view, in my opinion, cannot be successfully maintained that, for the purpose of calculating allowances for expedition, "horses" and "men" are interchangeable terms in a problem of proportion as above illustrated. In some cases, under the term "men," oaths have been submitted and accepted, embracing, besides carriers or drivers, the superintendents, stock-tenders, and laborers upon the roads.

In my opinion the only proper method of fixing the value of an expedited schedule is to readvertise the service, and this is provided for in the fourth section of the proposed bill, which, it will be observed, gives a choice to the contractor of continuing the service on the reduced running time without additional compensation, or of again competing under a new advertisement. There will be few applications for expedition if the care now taken in the preparation of schedules prior to issuing advertisements is continued.

The fifth section is recommended as necessary in connection with sections 3949 and 3950 Revised Statutes in order to properly conduct the regular mail lettings.

In the sixth section of the bill, besides changes in existing law referred to in the report of the committee already quoted, an amendment is proposed to the act of May 4, 1882, which will in many instances secure the pay of subcontractors where their compensation is greater than that paid by the Government to the contractors. This security is not given by the present law.

I urge the enactment of this bill because I believe that it will exclude from competition at the general lettings all persons who now secure, solely for the purpose of subletting, over three-fourths of the routes annually advertised, and who, in their endeavor to acquire the largest possible margin of profit, sublet the service at rates too low to be remunerative to the subcontractors. A margin thus secured by a speculating bidder, under a proposal already too low to provide proper service, will force a subcontractor, in order to obtain anything more than the cost of carrying the mails, to provide an inferior equipment, and, as a consequence, detentions and failures continually occur. These irregularities entail incidental evils that prevent the timely settlement of accounts, the removal of which will also be highly beneficial to the postal service.

#### STEAMBOAT SERVICE.

The rate of expenditure June 30, 1884, for steamboat service was \$596,573. The appropriation for the current year is \$625,000, and this amount, it is believed, will not be expended. To provide for present contracts and for all new service that may become necessary during the fiscal year ending June 30, 1886, I recommend that the sum of \$615,000 be appropriated.

#### MAIL MESSENGERS.

On June 30, 1884, the mail-messenger service was carried on at the annual rate of \$863,313. This is an increase of \$59,975 compared with



the cost on June 30, 1883. The appropriation for the last year, including a deficiency of \$15,000 provided by the act of July 7, 1884, was \$875,000. The appropriation for the current year is \$975,000, and keeping in view the additional cost that will be incurred during the present year I estimate that no more than \$975,000 will be required for the fiscal year ending June 30, 1886. The estimate for the current year was submitted at \$975,000 in the belief that the new railroad service would approximate 10,000 miles, whereas the increase last year was but 6,952 miles. Anticipating that the increase in the railroad service for the year ending June 30, 1886, will not be more than 7,000 miles, I have not increased the estimate for mail-messenger service.

#### FINES AND DEDUCTIONS.

The amount of fines and deductions from the compensation of contractors and others during the year ended June 30, 1884, was \$214,742.77, and the remissions for the same period amounted to \$28,343.53, leaving the net amount of fines and deductions \$186,399.24. (See table marked F.)

#### MAIL EQUIPMENTS.

Accompanied herewith are tabular statement (N) of all contracts for mail equipments in operation on the 30th June, 1884; tabular statement (O) of the number, description, and prices of mail bags, mail catchers, &c., purchased, and of the expense incurred on account thereof during the year ended June 30, 1884; and tabular statement (P) of mail locks and keys purchased and repaired and the expense thereof during the same period.

The total amount expended during the year for mail bags and mail catchers, including their appurtenances and repairs, was \$217,258.06.

The tabular statement marked O exhibits the expenditure in detail. Reference to it will show that the number of mail bags of every description purchased was 133,800; of these 24,800 were locked bags, being those of higher price, used for letters and other mail matter of the first class, and 109,000 canvas sacks, used for printed and other mailable matter not of the first class; that 501,839 mail-bags of various kinds were repaired, at a cost of \$46,129.59, and that the cost of mail-catchers, including repairs, was \$8,487.22.

Although the amount appropriated was not entirely expended, the mail service was during the year frequently embarrassed in consequence of an inadequate supply of mail-bags and the insufficiency of the appropriation to provide the quantities required. The reason of this is that while the exact amount expended from day to day for supplies of new mail-bags is ascertainable at any time, the purchases being made directly by the Department under specific contracts, the total amount of expense incurred by necessity through postmasters in having old mail-bags repaired is not ascertainable until about three months after the end of the fiscal year, that is to say, until the accounts of all the postmasters in the United States shall have been examined and settled for that year by the Auditor of the Treasury for the Post-Office Department. The repairs of mail-bags being a necessary and contingent expense, too fluctuating and uncertain in amount to be exactly foreknown, an estimated sum amply sufficient to avoid all possible danger of exceeding the appropriation must be reserved in advance for that object out of the appropriation for "mail-bags and mail-catchers." The expense for repairs may sometimes prove to be very much less than the

sum anticipated and reserved for that purpose, and yet the unexpended balance left on that account would not when ascertained be available for the purchase of supplies, however much needed, or for any other purpose than to be covered into the Treasury. However inadequate the appropriation for needful supplies of mail-bags, it is assumable that all of it will not be expended, as it cannot be without extreme danger of exceeding the authority of law. Consequently, with respect to mail-bags, an unexpended balance of appropriation is not conclusive proof that the appropriation was sufficient.

As mentioned in the last annual report, it is deemed expedient to replenish the reserved stock of mail-bags which was formerly kept on hand as a wise provision for future emergencies, but which, in consequence of the immense growth of the mail service and the inadequacy of the appropriations, had been exhausted in supplying immediate wants. In case of fraud, attempted fraud, or serious default on the part of a contractor in furnishing such supplies, it would be the duty of the Postmaster-General to promptly annul the contract. In such case it should be in his power to discharge that duty without bringing serious embarrassments upon the mail service by reason of not having a reserved stock to fall back on during the unavoidably long interval until proper supplies could be procured under a new contract, made according to law, after due advertisement for competitive proposals. Such supplies are not in open market, ready made, and are not purchasable therein for immediate delivery.

If, having regard to the peculiar character of mail-bags, it is necessary to be always prepared with a supply in reserve for such an occasion as that which has been alluded to, it is also necessary to have the means, by larger appropriation, sufficient for that purpose.

The appropriation (\$250,000) for mail-bags and mail-catchers for the current year will probably be only sufficient to supply *immediate* wants of the service until the end of the fiscal year, and not enough to restore or materially contribute towards restoring the requisite reserved supply. It is therefore recommended that the appropriation for the next year be at least 10 per cent. more than the amount appropriated for the present fiscal year.

By reference to the tabular statement P it will be seen that the cost of mail locks and keys during the last year was \$18,346.

Although the continual extension of the through registered mail system is requiring increased quantities of peculiar high-priced mail-locks, the appropriation (\$25,000) will be sufficient for the present year, and a reduction of 20 per cent. on that amount of expense is anticipated for the next fiscal year.

It will be necessary to expend for mail equipments during the year ending June 30, 1886, as follows, viz: For mail-bags and mail-catchers, \$275,000; for mail locks and keys, \$20,000, being 10 per cent. more for mail-bags and mail-catchers and 20 per cent. less for mail locks and keys than the appropriation for the current year.

As authorized by the first section of the act of Congress approved March 3, 1883, making appropriations for the service of the Post-Office Department, 200 raw-hide packing-trunks, for the better protection in transit of certain registered mail matter, were purchased, at the price of \$45 each, amounting to \$9,000, the sum appropriated for that purpose.

#### RAILROAD RATES.

This question has been before the public from the beginning of the railroad service, and for much of the time the relation between the De-

partment and the companies has been marked by antagonisms detrimental to all interests involved. The early legislation on the subject shows an entire misconception of the principles governing and inseparable from transportation by railroad. For thirty years this great problem was passed over in a blind and groping way, and it was not until 1873 that a defined and intelligent basis was prescribed for gauging the compensation. Eleven years have elapsed since the adoption of that basis. In this period over 50,000 miles of road have been added to the system; the amount of mail matter carried has increased in a still greater ratio; and the care, efficiency, and accuracy with which the mails are handled and distributed have reached a degree of excellence approximating perfection. It is not astonishing, therefore, that the methods of compensation adopted when the great work of distribution in transit was in the experimental stage are not adapted to the present requirements of the public service.

I gave much attention to the work of the committee appointed to devise an improved plan for gauging the pay for carrying the mails on railroad routes and have carefully studied their recommendations, and I am fully satisfied that this plan so defines, connects, and blends all the elements of which the railway mail service is composed as to secure the facilities essential to its proper conduct.

The rates of compensation recommended by the committee, in my judgment, are fair and reasonable. It is true that a scale of prices applicable to all roads will not afford the same amount of compensation in each case. But under such general scale there is likely to be the least injustice.

While weight, space, speed, frequency, and facilities for distribution are all indispensable elements of the postal service under existing laws, but two of these are definitely prescribed, viz, weight and space. Weight is the principal factor. It is paid for at rates purely arbitrary, bearing no reasonable relation to the facilities required by the Department nor to other items of transportation composing the business of railroads. For instance, the act of 1873, which is the basis of present compensation, gives the following results:

Pay per mile per annum.	Weight per day.	Tons per mile per annum.	Cost per ton per mile.
	<i>Pounds.</i>		<i>Cents.</i>
\$75	500	78	96
100	1,000	156	64
125	1,500	234	53
150	2,000	313	47
175	3,500	547	31
200	5,000	782	25+

and \$25 for each addition of 2,000 pounds per day after the first 5,000 pounds, of 8 cents per ton per mile.

Practically these rates apply alike to the highest grade of service and to mails carried in bulk on slow schedules, without facilities for distribution in transit, and without regard to frequency beyond six round trips per week.

There is an evident difference in the character of the service on railroad routes, and there should be a proper discrimination prescribed by law in the compensation corresponding to the difference in service.

The rates prescribed by present laws for railway post-office cars show

still more forcibly the incongruities of the present system, the pay being as follows:

Length of car.	Pay per mile per annum.	Pay per linear foot per annum.
<i>Feet.</i>		
40.....	\$25	\$0 62½
45.....	30	66
50.....	40	80
55.....	50	90
60.....	50	83

These discriminations are attributable solely to the dimensions of cars, and on that basis they are entirely unreasonable.

I assume nothing in asserting that this brief analysis of present laws is conclusive as to their inadequacy. All who understand this subject readily concede that these conditions are wholly arbitrary, incomplete, and unsuited to the wants of the service. These facts being admitted, the question arises: Is it practicable to abandon this anomalous system for one more in harmony with the requirements of the situation? Again, it is admitted that the plan reported to your predecessor in December, 1883, does meet the wants of the service; that it defines and gives due weight to every element requisite to the usefulness and advancement of the postal service; it gauges the pay so that the incentive would always be to improvement in the transportation of mails.

The opposition to the plan is restricted entirely to the rates of pay proposed. One class of objectors claim that the rates are too low, while another occupy the reverse position and insist that the rates are too high. It is not surprising that this important proposition, concerning the expenditure of about \$15,000,000 per annum, a corrective measure, should meet with opposition.

A careful analysis of all objections that have come to my knowledge, however, have only served to confirm me in the opinion that the rates proposed by the committee are as fair and reasonable as can be suggested. And the more forcibly is this view of the subject impressed upon me by the significant fact that notwithstanding the rates proposed were before Congress from December, 1883, to July, 1884, no other rates were proposed to take the place of those suggested by the committee, and this it cannot be believed would have been the case if other rates could have been suggested and sustained.

The object sought is the improvement of the present concededly insufficient and imperfect laws. A much superior plan has been devised. The opposition to it so far has been only of an obstructive character, for nothing definite has been proposed in its place to supersede the present objectionable system. This, in effect, serves to perpetuate old errors, involving among other things the serious consequence for the current year of the expenditure of more than a half million dollars of public money unnecessarily. For these reasons I appeal to you to urge upon Congress the necessity which exists for the adoption of the following proposed bill, which embodies the recommendation of the committee, as well as amendments touching the transportation of the mails from railroad stations to post-offices, and compensation to railroads which have received grants of public lands, the latter amendment having been pro-

posed by the Post-Office committee of the House of Representatives at the last session:

**PROPOSED BILL FOR THE READJUSTMENT OF COMPENSATION FOR THE TRANSPORTATION OF THE MAILS ON RAILROAD ROUTES.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Postmaster-General is authorized and directed to readjust the compensation to be paid for the transportation of the mails on railroad routes upon the conditions and at the rates hereinafter mentioned, and which shall take effect July first, eighteen hundred and eighty-five.

First. That the mails shall be carried upon any train at the request of the Postmaster-General; and railroad companies shall provide necessary depot rooms, with heat and light for the same; shall receive the mails from and deliver the mails to the Post-Office Department at depots; shall put the mails into and out of the cars; shall transfer the mails between trains at depots, and shall transport the superintendent and assistant superintendents of the Railway Mail Service and post-office inspectors upon the exhibition of their credentials, and railway postal clerks over the lines upon which they may be assigned to duty.

Second. That the compensation for carrying closed mails in baggage-cars and for railway post-office service, the minimum car width in every case being hereby fixed at eight feet and six inches, inside measurement, or its equivalent in floor space, shall not exceed the following rates, namely: For closed mails, five mills per linear foot of space (inside measurement) per mile run; and for two hundred pounds of mail or less the equivalent of six linear inches shall be required; for five hundred pounds one foot, and for each additional five hundred pounds one foot. For railway post-office service, at a rate of speed of twenty or less miles per hour from terminus to terminus, five mills per linear foot of space (inside measurement) per mile run; and for each additional two miles per hour to and including thirty miles per hour, one-tenth of a mill, and for each additional mile per hour, one-tenth of a mill. And the adjustment of space by linear feet for railway post-office service shall be as follows: For a daily average of from twenty-five to five hundred pounds of mail, not to exceed thirteen feet; from five hundred to one thousand pounds, not to exceed fifteen feet; from one thousand to two thousand pounds, not to exceed twenty-five feet; from two thousand to four thousand pounds, not to exceed forty feet; from four thousand to five thousand pounds, not to exceed forty-five feet; for six thousand pounds, fifty feet; eight thousand pounds, sixty feet; the weight to be ascertained by a weighing of not less than twenty-eight consecutive days; and in all railway post-offices the load shall not exceed double the greatest weight for the respective lengths as herein provided; and for any gross weight, if carried on two or more trains daily, the space may be subdivided upon the basis of amounts of space for lower weights as the nature of the service may require; and no additional space shall be required or paid for unless found to be necessary: *Provided*, That the pay for the transportation of mails upon any railroad route for six round trips per week shall not be less than thirty-five dollars per mile per annum; but the Postmaster-General may increase the compensation upon any railroad route not to exceed fifty per centum per annum for special mail trains performing service upon schedules fixed by him; and at any post-office contiguous to a railroad route, and where trains do not make regular stops, the Postmaster-General may require that the mails shall be exchanged directly with the railway post-office at the nearest available point upon the track; and the Postmaster-General may allow to postmasters at post-offices of the third and fourth classes, located not more than one-fourth of a mile from railroad stations, not to exceed twenty-four and twelve dollars per annum, respectively, in each case, for the exchange of mails as often as may be necessary between such post-offices and stations; and in any case where the allowance herein provided shall be insufficient to procure the proper exchange of mails, the Postmaster-General may invite proposals for mail-messenger service and make an award thereof under such regulations as he may prescribe: *Provided further*, That the Postmaster-General may employ mail-messenger service at separating post-offices. And no postmaster, assistant postmaster, or clerk employed in any post-office where the cost for the carriage of the mail is based upon an advertisement, or is adjusted by an allowance otherwise than as herein provided, shall have any interest in its transportation. And all acts and parts of acts inconsistent or in conflict with the provisions of this act are hereby repealed: *Provided further*, That nothing herein shall be construed to repeal or change existing law, in so far as it discriminates against land-grant or subsidy railroads, in fixing relative rates of compensation to such railroads for the transportation of the mails.

**ESTIMATES AND APPROPRIATIONS FOR PREVIOUS YEARS.**

Owing to the character of the system governing the compensation for carrying the mails on railroad routes, the provisions of section 3679,

Revised Statutes, requiring the Departments not to incur obligations in excess of appropriations, are practically inoperative as regards this item. The principle of restricting obligations so as not to exceed the sums provided by appropriation is, in my opinion, the correct one by which to regulate the expenditure of public money. The fact that the expenditure for railroad transportation cannot be kept within prescribed limits ought not to be regarded as a justification for an abandonment of the principle, which should be maintained by making the appropriation sufficient, approximately, to meet the unavoidable obligations for this item.

A review of the estimates of the amounts required, prepared by this office, and the appropriations made for the service, show a wide difference between the sums actually required for the service and the general appropriations made to meet such requirements, as will more clearly appear from the following tabulated statement:

Fiscal year ending June 30—	General appropriation.	Deficiency appropriation.	Aggregate appropriation.	Estimate of Second Assistant Postmaster-General.
1880.....	\$9,150,000		\$9,150,000	\$10,250,000
1881.....	9,665,000			10,000,000
1882.....	9,488,282			
22 Stats., p. 288		\$1,120,000	10,608,282	10,288,482
1883.....	11,155,000			
Act July 7, 1884.....		648,992	11,803,992	11,155,000
1884.....	11,700,000			
Act July 7, 1884.....		500,000	12,200,000	12,000,000
1885.....	12,750,000		12,750,000	13,635,216

\* Includes railway post-office cars.

In addition to the foregoing it may be added that it was shown on page 128, report for 1883, that about \$12,625,000 would be required for the year ending June 30, 1884. All of the \$12,200,000 appropriated has been expended, and a large number of accounts are unpaid, amounting on the 13th of September, 1884, to \$207,821; to which must be added the cost on 4,357 miles of new service, ordered prior to June 30, 1884, on which rates were not fixed September 13, 1884. And, in view of these ascertained facts, that the \$12,750,000 provided for the current year is entirely inadequate is beyond question. This practice of appropriating less than the needs of the service require is delusive in that the actual cost, or rate of cost, as represented by appropriations, does not appear at the proper time and place upon the records. Then, moreover, it is neither business like nor right that payment for regular service should be delayed from nine to fifteen months, as is the case under existing circumstances.

#### STATEMENT.

First. Cost of transportation on all routes on which rates were fixed June 30, 1884, by Post-Office Department books .....	\$13,273,603
Cost, June 30, 1883.....	12,288,799
Increase for 1884 over 1883 .....	984,804
Rate of increase, 8.01 per cent.	
New routes unadjusted June 30, 1884, 9,026 miles, estimated at \$60 per mile— $\frac{1}{4}$ year .....	270,780
Total.....	1,255,584

<i>Second.</i> Cost, June 30, 1884 .....	\$13,273,603
Add for 9,026 miles, at \$60 per mile, from July 1, 1884.....	541,560
	<hr/> 13,815,163
Less amount earned by and withheld from Pacific roads in-	
debted to the United States .....	\$826,731
By assignment of Union Pacific .....	347,474
	<hr/> 1,174,205
Total .....	<hr/> 12,640,958
<i>Third.</i> Cost, June 30, 1884, Auditor's statement .....	\$12,200,000
Audited and unpaid September 13, 1884.....	207,821
	<hr/> Total.....
	12,407,821
Cost, June 30, 1883.....	11,579,172
	<hr/> Increase for 1884 over 1883.....
	828,649

To which must be added the cost of new service ordered prior to June 30, 1884, on which pay was not fixed September 13, 1884, 4,357 miles, and to this mileage is attributable the difference between the estimated and audited cost.

The increase in the length of routes for the year ending June 30, 1884, was 6,942 miles, showing as compared with last year a decrease of 2,322 miles. The indications are that the new service for 1886 will not exceed 7,000 miles, as the readjustment of values now in progress throughout the country is not favorable to railroad construction.

#### REQUIREMENTS FOR THE CURRENT YEAR.

The foregoing statements prove conclusively that the \$12,750,000 appropriated for this item for the current year must be supplemented by a deficiency appropriation sufficient to bring it approximately to the sum estimated to be necessary for this item by this office in the last annual report.

#### ESTIMATE FOR 1886.

The \$12,640,958, the cost for the year ending June 30, 1884, ascertained as above explained, will be used as the basis upon which to estimate. Anticipating about the same rate of construction for 1886 as for 1884, 7,000 miles, and that the readjustment of pay for the regular term, from July, 1885, will fall in the eastern section, embracing the great trunk lines, upon which a large increase in the weight of mails is certain, and for which a corresponding increase in compensation will be required, the rate of increase is placed at 7 per cent., as against 8 per cent. for last year. And believing that the practice of placing to the credit of companies indebted to the Government the amounts earned in carrying mails, without having such amounts appear as a charge against the appropriation for the transportation of the mails is erroneous and delusive, I include these items in the estimate of amount necessary for railroad transportation for the year ending June 30, 1886.

Amount required for service exclusive of Pacific roads.....	\$14,510,000
For Pacific roads .....	826,731
For Pacific roads under assignment of the Union Pacific.....	347,474
	<hr/> Total.....
	15,684,205

## RAILWAY POST-OFFICE CARS.

The appropriation for this item has also been involved in the Pacific Railroad account, but for reasons given with regard to railroad transportation, I treat the whole cost as an expenditure, and estimate accordingly.

The cost, by the Post-Office Department books, June 30, 1884, was .....	\$1,749,478
Cost June 30, 1883.....	1,599,001

Increase for 1884 over 1883, 9.4 + per cent.....	150,477
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I estimate that there will be required for 1886—

Exclusive of Pacific roads.....	\$1,765,026
For Pacific roads.....	106,902
For Pacific roads as per assignment.....	3,072

Total.....	1,875,000
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The rate of increase being a little under 8 per cent. (7.81½ per cent.).

## SPECIAL FACILITIES.

The appropriation for special facilities is a necessity growing out of the laws fixing pay for carrying the mails. The interests of the people require that the service secured by this expenditure be continued, and I agree with the views set forth by the General Superintendent of Railway Mail Service in his report, in which he recommends that \$266,764.50 be appropriated for this service for the next fiscal year.

Very respectfully,

HENRY D. LYMAN,  
*Second Assistant Postmaster-General.*

Hon. FRANK HATTON,  
*Postmaster-General.*



## ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of deductions, fines, and remissions.

Table G shows weight of mails, speed and accommodations for mails, and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1884.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail locks and keys.

A.—Inland mail service, June 30, 1884.—Cost, appropriation, estimates, and rate of increase and decrease.

Items.	Cost for 1883.	Cost for 1884.	Percentage of increase or decrease in cost for 1884 as to cost for 1883.		Appropriation for 1885.	Percentage of increase or decrease in appropriation for 1885 as to cost for 1884.		Estimate for 1885.	Percentage of increase or decrease in estimate for 1885 as to appropriation for 1885.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, star routes.....	\$4,739,478	\$5,089,941	7.39	.....	\$5,600,000	10.02	.....	\$5,900,000 00	5.38	.....
Inland transportation, steamboat routes.....	607,621	696,573	.....	1.82	625,000	4.77	.....	615,000 00	.....	1.60
Inland transportation, railroad routes.....	12,284,799	13,273,606	8.01	.....	12,750,000	.....	3.94	15,694,205 00	23.01	.....
Railway post-office car service.....	1,599,001	1,738,997	8.76	.....	1,635,000	.....	6.56	1,875,000 00	15.38	.....
Necessary and special facilities on trunk lines.....	185,121	184,821	.....	.....	1,250,000	85.27	.....	206,784 50	6.70	.....
Railway postal clerks.....	3,832,429	3,979,363	3.83	.....	4,300,000	8.06	.....	4,692,300 00	8.89	.....
Mail messengers.....	803,338	863,313	7.47	.....	975,000	12.94	.....	975,000 00	.....	.....
Mail locks and keys.....	25,000	18,346	.....	26.62	25,000	36.27	.....	20,000 00	.....	20.00
Mail bags and mail-bag catchers.....	199,489	217,258	8.91	.....	250,000	15.07	.....	275,000 00	10.00	.....
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	192	379	97.40	.....	1,000	163.85	.....	1,000 00	.....	.....
Total.....	.....	.....	.....	.....	24,401,000	.....	.....	30,294,269 50	14.74	.....

NOTE.—No allowance is made in this table for fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

B.—Table of inland mail service in operation June 30, 1884.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Length of routes and annual cost in each class of service.						Total annual transportation by steamboat.			Total annual transportation by railroad.			Total annual cost.		
		Star.		Steamboat.		Railroad.		Total annual transportation (star service).		Total annual transportation by steamboat.	Total annual transportation by railroad.		Total annual transportation by railroad.	Total annual cost.		
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.		Miles.	Dollars.				
Maine.....	5,592	3,732	91,019	1,123	125,306	1,650	144,956	1,948,875	109,772	29,336	1,511,862	3,570,509	240,152			
New Hampshire.....	2,042	1,235	34,220	1,730	67,897	5,161	73,098	687,909	104,732	1,190,827	1,903,972	1,913,072	109,708			
Vermont.....	2,377	1,525	42,060	852	96,522	10,393	105,915	900,094	50,852	1,064,108	1,964,202	1,964,202	145,984			
Massachusetts.....	3,230	1,103	81,373	2,026	334,436	50,806	385,242	1,011,031	50,852	5,117,795	6,186,728	6,186,728	478,390			
Rhode Island.....	3,450	191	10,599	101	11,775	3,105	25,411	143,766	50,709	426,473	620,948	620,948	47,508			
Connecticut.....	1,847	843	32,904	1,104	187,998	27,192	215,190	617,006	111,436	2,621,616	3,238,622	3,238,622	248,094			
New York.....	15,921	8,694	291,769	7,021	1,415,239	348,301	1,758,540	4,164,390	111,436	12,534,316	10,810,143	10,810,143	2,061,281			
New Jersey.....	2,537	862	28,801	1,675	223,383	38,055	296,438	525,590	50,709	3,031,223	3,556,813	3,556,813	295,424			
Pennsylvania.....	14,879	9,204	249,738	5,725	727,885	98,670	826,555	4,516,011	114,316	8,571,968	13,087,979	13,087,979	1,076,283			
Delaware.....	550	231	6,942	819	24,537	24,537	24,537	114,316	293,661	287,323	402,139	402,139	31,179			
Maryland.....	4,241	2,083	67,144	1,226	257,024	58,884	315,858	1,168,758	293,661	2,890,162	3,852,581	3,852,581	398,950			
Virginia.....	12,072	8,555	126,377	2,783	347,561	69,708	417,269	3,134,448	294,472	3,252,754	6,651,674	6,651,674	578,146			
West Virginia.....	6,176	5,504	64,413	491	53,130	8,860	61,490	1,591,425	112,008	759,892	2,463,325	2,463,325	141,703			
North Carolina.....	11,746	9,626	114,700	1,584	123,123	12,966	138,089	2,784,101	172,796	3,132,572	4,271,947	4,271,947	287,987			
South Carolina.....	5,243	3,810	52,311	1,362	112,869	21,782	133,744	991,512	19,594	1,585,831	2,577,237	2,577,237	187,817			
Georgia.....	9,742	8,844	88,844	3,313	291,613	53,882	345,395	1,772,762	4,992	3,298,007	5,076,191	5,076,191	434,714			
Florida.....	9,980	2,901	51,766	1,117	54,770	56,770	56,770	736,686	627,761	786,007	2,050,364	2,050,364	178,524			
Alabama.....	11,628	9,985	130,248	2,220	174,932	20,379	195,311	2,510,342	70,772	2,018,244	4,020,358	4,020,358	332,798			
Mississippi.....	9,605	8,775	98,137	1,775	153,872	18,762	167,634	1,560,810	64,635	1,662,934	3,268,390	3,268,390	281,427			
Tennessee.....	10,966	8,244	117,482	1,222	114,134	13,963	128,127	2,604,672	41,392	1,390,944	4,039,008	4,039,008	248,828			
Kentucky.....	10,966	7,780	115,285	2,451	266,097	28,775	291,855	2,574,189	833,244	2,983,652	5,561,265	5,561,265	445,359			
Ohio.....	15,251	6,177	142,867	8,896	1,179,640	250,872	1,430,515	2,730,742	171,756	3,325,317	16,297,810	16,297,810	1,571,340			
Indiana.....	9,009	4,424	84,114	4,585	471,215	91,474	562,689	1,621,480	1,621,480	3,645,151	7,266,031	7,266,031	646,763			
Illinois.....	12,144	4,366	126,687	7,758	957,059	130,574	1,087,633	1,784,931	64,272	9,875,929	11,660,010	11,660,010	1,216,320			
Michigan.....	9,525	4,893	109,123	4,977	451,253	22,977	474,230	1,626,995	64,272	7,035,516	8,725,583	8,725,583	592,704			
Wisconsin.....	9,101	5,122	100,195	3,979	404,223	43,704	448,027	1,626,995	64,272	7,035,516	8,725,583	8,725,583	592,704			
Minnesota.....	10,415	4,653	85,892	5,759	483,439	7,129	489,568	1,197,404	1,197,404	2,962,041	6,460,145	6,460,145	575,450			
Iowa.....	12,252	5,845	101,897	6,910	696,331	35,399	642,230	1,905,197	1,905,197	6,789,057	8,694,254	8,694,254	744,127			
Missouri.....	16,419	7,789	180,638	8,823	51,189	115,357	927,129	2,374,006	2,374,006	9,908,541	11,323,583	11,323,583	1,152,767			
Arkansas.....	10,089	7,780	126,638	6,177	811,172	115,357	927,129	2,374,006	2,374,006	9,908,541	11,323,583	11,323,583	1,152,767			
Louisiana.....	5,864	3,915	74,307	60,317	60,317	60,317	60,317	1,027,832	278,581	639,819	1,946,232	1,946,232	284,533			

Texas .....	19,234	12,863	290,585	428	3,000	6,079	470,591	.....	470,591	4,422,824	30,744	5,102,978	9,556,546	748,178
Indian Territory .....	2,523	2,450	49,464	.....	.....	72	244	.....	244	7,761,954	.....	44,672	8,808,628	49,848
Kansas .....	15,010	10,566	168,371	.....	.....	4,444	455,448	.....	455,448	3,591,428	.....	4,919,285	8,509,683	851,485
Nebraska .....	8,974	5,927	106,193	.....	.....	3,047	523,528	.....	523,528	1,945,081	.....	45,436	4,400,477	724,283
Dakota Territory .....	6,987	5,866	122,614	.....	.....	1,101	47,645	.....	47,645	1,719,277	.....	27,698,029	2,417,305	176,359
Montana Territory .....	3,970	3,098	91,723	.....	.....	71	4,087	.....	4,087	1,072,817	.....	44,910	1,117,927	85,819
Wyoming Territory .....	2,437	1,917	80,026	.....	.....	520	.....	.....	.....	737,820	.....	224,673	1,062,493	80,026
Colorado .....	6,418	3,583	153,430	.....	.....	2,825	256,357	.....	256,357	1,207,368	.....	2,885,793	3,893,161	414,721
New Mexico Territory .....	2,988	1,833	69,910	.....	.....	1,050	38,479	.....	38,479	709,534	.....	714,126	1,510,760	108,879
Arizona Territory .....	3,038	2,488	106,527	.....	.....	1,555	68,449	.....	68,449	931,126	.....	334,105	1,327,231	174,876
Utah Territory .....	3,407	2,601	125,055	.....	.....	896	88,062	.....	88,062	1,181,962	.....	696,658	1,852,560	213,117
Idaho Territory .....	2,478	2,420	94,970	.....	.....	58	.....	.....	.....	1,097,528	.....	36,130	1,133,658	94,970
Washington Territory .....	4,741	2,228	73,815	.....	.....	786	27,015	.....	27,015	726,850	.....	538,641	1,265,497	168,877
Oregon .....	5,398	4,407	126,628	.....	.....	700	71,822	.....	71,822	1,326,711	.....	504,827	1,831,538	211,035
Nevada .....	2,981	2,421	103,507	.....	.....	540	24,530	.....	24,530	3,540,879	.....	374,828	5,199,341	128,037
California .....	13,809	8,683	327,137	.....	.....	3,819	502,640	.....	502,640	3,540,879	.....	2,962,997	6,809,904	831,653
Alaska .....	.....	.....	1,600	.....	.....	.....	.....	.....	.....	35,880	.....	.....	35,880	1,600
Total .....	359,530	224,779	5,089,941	15,591	596,873	117,160	13,273,606	1,738,997	15,012,603	81,109,032	3,882,288	142,541,392	227,532,762	20,699,117
Railway postal clerks .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,979,363
Mail messengers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	863,913
Aggregate .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,541,792

NOTE.—This table shows contract prices and annual salaries, irrespective of fines and deductions, hence the apparent discrepancy between this table and the Auditor's statement.

C.—Railway service as in operation on the 30th of June, 1884.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care. Dollars.	Remarks.
<b>MAINE.</b>										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	36.04	6	1,284 21	.....	1,284 21	42 75	.....	
2	Newport and Dexter	do	14.90	12	687 93	.....	687 93	46 17	.....	
3	Farmington and Brunswick	Maine Central R. R.	67.89	14 55	4,991 95	.....	4,991 95	73 53	.....	
4	Belfast and Burnham Village.	do	53.95	12	2,061 10	.....	2,061 10	90 71	.....	
5	Portland and Skowhegan.	do	102.56	8 22	7,039 43	.....	9,231 41	74 89	15 62	
6	Portland and Bangor	do	137.72	27 88	37,444 69	.....	51,216 69	271 89	100 00	
7	Portland and Canada Line (n. o.)	Grand Trunk Rwy.	165.55	10 88	16,419 24	.....	16,419 24	99 18	.....	
8	Portland and Rochester	Portland and Rochester R. R.	55	8 68	6,583 50	.....	6,583 50	119 70	.....	
9	Milo Junction (n. o.) and Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.94	9 73	809 68	.....	809 68	42 75	.....	
10	Portland and South Lunenburg	Portland and Ogdensburg R. R.	114.05	16 15	10,336 35	.....	10,336 35	90 03	.....	
11	Brunswick and Bath	do	9.14	27	937 76	.....	937 76	102 60	.....	
12	Bangor and Vanceborough	Maine Central R. R.	114.02	12	19,107 47	.....	23,383 22	167 58	37 50	
13	Bangor and Bucksport	do	19.41	12	1,311 13	.....	1,311 13	67 55	.....	
14	Ortown and Blanchard	Bangor and Piscataquis R. R.	64.03	16	5,310 04	.....	5,310 04	82 84	.....	
15	Wetzel and Rockland	Knox and Lincoln R. R.	48.86	12	4,386 65	.....	4,386 65	89 78	.....	
16	Horton and New Brunswick Line (n. o.)	New Brunswick Rwy.	2.93	6	194 86	.....	194 86	49 59	.....	
17	Calais and Princeton	Saint Croix and Penobscot R. R.	21.27	6	909 29	.....	909 29	42 75	.....	
18	Oakland and North Anson	Somerset R. R.	25.77	6	1,432 29	.....	1,432 29	55 58	.....	
19	Mechanics Falls and Gilbertville.	Rumford Falls and Buckfield R. R.	27.84	6	1,450 26	.....	1,450 26	49 59	.....	
20	Farmington and Phillips	Sandy River R. R.	18.23	12	780 18	.....	780 18	42 75	.....	
21	Lewiston and South Auburn	Grand Trunk Rwy.	2.85	12	250 08	.....	250 08	42 75	.....	
22	Bridgeport Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.59	12	723 45	.....	723 45	43 61	.....	
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.16	12	263 34	.....	263 34	42 75	.....	
					125,305 53	19,649 73	144,955 26			

NEW HAMPSHIRE.									
1001	Concord and Nashua.....	38.28	33	7,289.74	1,451.20	8,740.94	200.93	40.00	
1002	Concord and Portsmouth.....	58.66	12	4,892.85	.....	4,892.85	78.66	.....	
1003	Manchester and North Weymouth.....	12.85	12	852.86	.....	852.86	42.75	.....	
1004	Hockey and Pittsfield.....	20.35	6	991.85	.....	991.85	45.74	.....	
1005	Concord and Wells River.....	54.01	27	12,619.90	880.87	13,500.77	184.24	9.37	
1006	Groton and Wells River.....	53.71	11.86	5,648.68	.....	5,648.68	105.17	.....	
1007	Wing Road (n. o.) and Fabryn House.....	13.54	24	5,949.28	.....	5,949.28	70.11	.....	
1008	Concord and White River Junction.....	48.64	17.15	11,789.35	2,828.77	14,618.12	169.29	40.63	
1009	Concord and Claremont Junction (n. o.).....	56.80	13.70	4,962.68	.....	2,962.68	52.16	.....	
1010	Concord and Peterborough.....	32.76	8.66	1,400.49	.....	1,400.49	42.75	.....	
1011	Nashua and Greenfield.....	26.56	18	1,400.56	.....	1,932.56	72.68	.....	
1012	Nashua and Rochester.....	48.93	12	5,135.45	.....	5,135.45	105.17	.....	
1013	Dover and Alton Bay.....	28.42	13.05	1,555.14	.....	1,555.14	34.72	.....	
1014	Conway Junction (n. o.) and North Conway.....	71.09	8.57	5,886.20	.....	5,886.20	83.94	.....	
1015	Wolfborough Junction and Wolfborough.....	12.11	12	517.70	.....	517.70	42.75	.....	
1016	Portsmouth and Dover.....	11.92	19.06	483.93	.....	483.93	42.75	.....	
1017	Greenfield and Keene.....	29.84	12	1,275.66	.....	1,275.66	42.75	.....	
1018	Whitesfield Junction (n. o.) and Meadows.....	8.52	7.74	364.23	.....	364.23	42.75	.....	
1019	Vacant.....	.....	.....	.....	.....	.....	.....	.....	
1020	Franklin and Bristol.....	13.11	6	560.45	.....	560.45	42.75	.....	
1021	Bellingsford (n. o.) and Great Falls.....	2.50	24	117.57	.....	117.57	47.03	.....	
1022	Plymouth and North Woodstock.....	21.06	13.98	900.31	.....	900.31	42.75	.....	
VERMONT.									
2001	Burlington and Rouse's Point.....	730.09	.....	67,936.88	5,160.84	73,097.72	.....	.....	For 24.5 miles. For 32.5 miles. For 86 miles. For 14.18 miles. For 67.2 miles.
2002	Windsor and Essex Junction.....	57.10	20.32	8,543.87	1,570.15	10,114.02	149.63	50.00	
2003	Bellows Falls and Burlington.....	110.13	13.79	17,797.00	4,976.62	22,773.62	161.60	10.62	
2004	Bellows Falls and Windsor.....	120.39	14.97	17,602.22	713.66	18,315.88	146.21	10.62	
2005	Brattleborough and Bellows Falls.....	26.32	18	4,230.67	829.00	4,559.67	169.74	12.50	
2006	Saint Albans and Canada Line (n. o.).....	24.02	18	3,802.04	300.25	4,202.29	162.45	12.50	
2007	Saint Albans and Richmond.....	14.52	6	893.85	.....	893.85	61.58	.....	
2008	Leicester Junction and Addison Junction.....	28.91	6	2,092.30	.....	2,092.30	69.26	.....	
		15.62	6	667.75	.....	667.75	42.75	.....	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
<b>VERMONT—Continued.</b>										
2009	Richford and Newport	Southeastern Rwy.	32	6	2,243 52	.....	2,243 52	70 11	.....	
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	115.02	9.39	15,046 91	1,926 23	16,973 14	130 82	{ 12 50 9 37	For 105.3 miles. For 65.1 miles.
2011	South Lunenburg and Swanton	St. Johnsbury and Lake Champlain R. R.	118	7.01	8,272 98	.....	8,272 98	70 11	.....	
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.80	12	2,521 22	.....	2,521 22	64 98	.....	
2013	White River Junction and Woodstock.	Woodstock R. R.	14.44	13	617 31	.....	617 31	42 75	.....	
2014	Burlington and Cambridge Junction (n. o.).	Burlington and La Moille R. R.	34.47	9	1,473 59	.....	1,473 59	42 75	.....	
2015	Rutland and Bennington	Bennington and Rutland R. R.	57.60	18.25	7,781 18	557 55	8,338 73	135 09	10 62	For 52.5 miles.
2016	Brattleborough and South London-derry.	Central Vermont R. R.	38.15	6	2,349 02	.....	2,349 02	64 98	.....	
2017	Montpelier and Barre	do	7	18	299 25	.....	299 25	42 75	.....	
2018	North Bennington and State Line (n. o.).	Bennington and Rutland R. R.	1.99	24	277 34	19 64	296 98	139 37	10 62	For 1.85 miles.
			842.48		96,522 02	10,398 10	106,915 12			
<b>MASSACHUSETTS.</b>										
3001	Boston and Portland	Eastern R. R.	104.08	31.54	41,502 75	10,908 00	52,410 75	380 48	100 00	
3002	Boston and East Saugus	do	10.77	12	460 41	.....	460 41	42 75	.....	
3003	Salem and Rockport	do	19.69	24.26	1,245 78	.....	1,245 78	63 27	.....	
3004	Salem and Marblehead	do	3.92	18	167 58	.....	167 58	42 75	.....	
3005	Salem and Lawrence	do	21.29	16.55	910 14	.....	910 14	42 75	.....	
3006	Franklin and Valley Falls	New York and New England R. R.	14.40	9.68	615 60	.....	615 60	42 75	.....	
3007	East Salisbury and Amesbury	Eastern R. R.	4.01	18	174 87	.....	174 87	43 61	.....	
3008	Wenham and Essex	do	5.41	12	231 27	.....	231 27	42 75	.....	
3009	Lynn and Marblehead	do	6.07	12.24	269 49	.....	269 49	42 75	.....	
3010	Wakefield and Peabody	do	8.02	6	342 85	.....	342 85	42 75	.....	
3011	Boston and Portland	Boston and Maine R. R.	116.33	22.65	18,897 80	3,780 31	22,628 11	162 45	{ 41 25 31 25	For 9.5 miles. For 106.83 miles.

30012	Boston and Medford.....	do	5.21	21	227 00	227 00	42 75	.....
30013	Georgetown and Haverhill.....	do	7.76	12	266 60	266 60	38 48	.....
30014	Walden Junction (n. o.) and Newburyport.....	do	30.80	12	1,318 70	308 00	42 75	10 00
30015	Newton Junction and Merrimac.....	do	4.85	12	207 83	207 83	42 75	.....
30016	Boston and Lowell R. R. Corporation.....	do	26.02	41.87	5,072 83	1,301 00	194 94	50 00
30017	Lowell and Lawrence.....	do	14.25	21	609 18	609 18	42 75	.....
30018	Wichester and Woburn.....	do	12.22	21	95 33	95 33	42 75	.....
30019	Somerville Street (n. o.) and Bedford.....	do	2.57	19.8	537 36	537 36	42 75	.....
30020	Ayer and Greenfield.....	do	16.74	12	1,560 16	1,560 16	03 20	.....
30021	Fitchburg R. R.....	do	105.71	36.24	21,782 00	23,764 66	206 06	18 75
30022	Greenfield and North Adams.....	do	87.12	21	7,236 17	7,932 17	194 94	18 75
30023	South Acton Depot (n. o.) and Hudson.....	do	9.18	18	392 44	392 44	42 75	.....
30024	Ayer and Greenville.....	do	23.83	12	1,466 97	1,466 97	61 56	.....
30025	Boston and Albany R. R.....	do	202.06	45.11	107,893 05	25,228 07	133,031 12	533 62
30026	Grafton Depot (n. o.) and Milbury.....	do	4.46	9	171 62	171 62	38 48	.....
30027	Attitash Station (n. o.) and New-ton Lower Falls.....	do	2.09	15	89 34	89 34	42 75	.....
30028	South Frammingham and Milford.....	do	12.31	24	526 25	526 25	45 58	.....
30029	Pittsfield and North Adams.....	do	21.18	23.83	1,177 18	1,388 98	55 75	10 00
30030	Palmer and Winchendon.....	do	49.67	12.84	2,505 85	2,505 85	50 45	.....
30031	North Brookfield and East Brookfield.....	do	4.87	27	186 81	186 81	42 75	.....
30032	Natick and Saxonville.....	do	3.87	12	165 44	165 44	42 75	.....
30033	Boston and Bellingham.....	do	31.74	23.46	1,573 88	1,573 88	49 59	.....
30034	Boston and Willimantic.....	do	85.80	28.6	17,679 94	209 08	209 08	.....
30035	Boston and Providence.....	do	44.19	52.45	12,659 55	12,659 55	206 48	77 00
30036	Boston and Dedham.....	do	10.25	23.37	473 24	473 24	46 17	.....
30037	Canton Depot (n. o.) and Slough-ton.....	do	4.16	21	177 84	177 84	42 75	.....
30038	Boston and South Braintree.....	do	11.36	110.87	2,156 24	142 00	2,208 24	186 81
30039	South Braintree Junction (n. o.) and Newport.....	do	61.25	21.42	6,127 45	288 62	6,416 07	100 04
30040	South Attitash and Bridgewater.....	do	8.13	8.39	347 55	347 55	42 75	.....
30041	Middleborough and Provincetown.....	do	86.80	12	10,625 25	1,078 75	11,704 00	123 12
30042	Vacant.....	do	.....	.....	.....	.....	.....	.....
30043	Attleborough and Middleborough.....	do	10.03	10.03	939 64	939 64	42 75	.....
30044	South Braintree and Fall River.....	do	34.43	26.03	2,355 01	2,355 01	08 40	.....
30045	Buzzard's Bay and Wood's Holl.....	do	17.83	12	792 72	792 72	44 46	.....
30046	South Braintree and Plymouth.....	do	26.62	20.19	1,729 76	1,729 76	64 98	.....
30047	Loring and Pratt's Junction.....	do	4.83	18	239 51	239 51	49 59	.....
30048	Yarmouth Junction (n. o.) and Hyannis.....	do	3.36	12	143 64	143 64	42 75	.....
30049	South Frammingham and Lowell.....	do	30.34	12	3,009 12	3,009 12	96 18	.....
30050	Fair Haven and West Wareham.....	do	15.59	12	719 79	719 79	46 17	.....
30051	New Bedford and Fitchburg.....	do	92.77	21.03	7,455 92	7,455 92	80 37	.....
30052	East Thompson and Southbridge.....	do	18.06	12	772 06	772 06	42 75	.....
30053	Greenfield and Turner's Falls.....	do	4.37	24	186 81	186 81	42 75	.....
30054	New Bedford and Fall River.....	do	15	18	641 25	641 25	42 75	.....
30055	Fall River R. R.....	do	.....	.....	.....	.....	.....	.....



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-offices.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-offices.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	<b>MASSACHUSETTS—Continued.</b>									
3055	Fitchburg and Bellows Falls .....	Cheshire R. R. ....	64.54	18	9,105 30	9,105 30	9,105 30	141 08	.....	
3056	South Vernon Junction (n. o.) and Keene .....	Connecticut River R. R. ....	24.32	12	1,383 29	1,383 29	1,383 29	57 29	.....	
3057	Worcester and Winchendon .....	Boston, Barre and Gardner R. R. ....	37.92	16.32	2,982 78	.....	2,982 78	78 66	.....	
3058	Winchendon and Peterborough .....	Cheshire R. R. ....	16.62	9.79	767 34	.....	767 34	46 17	.....	
3059	Milford and Bellingham .....	Milford and Woonsocket R. R. ....	4.10	12	175 27	.....	175 27	42 75	.....	
3060	Milford and Ashland .....	Hopkinton R. R. ....	11.93	12	510 00	.....	510 00	42 75	.....	
3061	Palmer and Miller's Falls .....	Central Vermont R. R. ....	34.98	9.68	2,362 89	.....	2,362 89	67 55	.....	
3062	Miller's Falls and Brattleborough .....	do .....	21.39	23.65	2,944 54	128 50	3,073 04	137 66	12 50	
3063	Lawrence and Manchester .....	Manchester and Lawrence R. R. ....	27.06	18	3,678 80	.....	3,678 80	135 95	.....	
3064	Braintree Junction (n. o.) and Kingston Station .....	Old Colony R. R. ....	32.20	18.39	1,789 67	.....	1,789 67	55 58	.....	
3065	Atlantic and West Quincy .....	do .....	3.66	12	156 46	.....	156 46	42 75	.....	
3066	Worcester and Nashua .....	Worcester and Nashua R. R. ....	46.93	16.34	6,179 27	.....	6,179 27	131 67	.....	
3067	Springfield and South Vernon Junction (n. o.) .....	Connecticut River R. R. ....	52.94	42.7	9,731 96	661 75	10,393 71	183 83	12 50	
3068	Springfield and Athol .....	Boston and Albany R. R. ....	47.89	6	2,334 15	.....	2,334 15	48 74	.....	
3069	Holyoke and Westfield .....	New Haven and Northampton Company .....	10.53	12	450 15	.....	450 15	42 75	.....	
3070	Ashburnham Depot and Ashburnham .....	Ashburnham R. R. ....	2.89	24	123 54	.....	123 54	42 75	.....	
3071	Van Deusen and State Line .....	Housatonic R. R. ....	11.02	11.46	687 86	.....	687 86	62 42	.....	
3072	Boston and Walham .....	Fitchburg R. R. ....	10.90	11.33	465 97	.....	465 97	42 75	.....	
3073	Lowell and Nashua .....	Boston and Lowell R. R. Corporation .....	14.77	30	2,727 72	738 50	3,466 22	184 68	50 00	
3074	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	
3075	Bellingham and Franklin .....	Milford, Franklin and Providence R. R. ....	5.37	6	229 56	.....	229 56	42 75	.....	
	<b>RHODE ISLAND.</b>									
			2,925.69		334,436 41	50,805 99	385,242 40			
4001	Providence and Worcester .....	Providence and Worcester R. R. ....	43.92	27.3	4,318 65	.....	4,318 65	98 33	.....	
4002	Providence and Groton .....	New York, Providence and Boston R. R. ....	62.10	32.38	13,553 23	3,105 00	16,658 23	223 16	50 00	

For 10.28 miles.

[illegible]

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
5024	CONNECTICUT—Continued.	Bethel and Hawleyville .....	6.54	6	307 57	.....	307 57	47 03	.....	
5025		Windsor Locks and Suffield .....	4.76	21	204 77	.....	204 77	43 75	.....	
	NEW YORK.									
6001	New York and Dunkirk .....	{ New York, Lake Erie and } Western R. R.	459.55	25.98	103,339 00	31,622 00	135,001 00	224 87	{ 80 00 40 00	For 332 miles. For 127.35 miles.
6002	Tallman and Piermont .....	do	14.15	7.24	604 91	.....	604 91	42 75	.....	
6003	Buffalo and Suspension Bridge .....	do	26.10	28.24	1,963 76	.....	1,963 76	75 24	.....	
6004	Newburgh and Greycourt (n. o.) .....	do	19.06	20.96	1,271 11	.....	1,271 11	66 69	.....	
6005	Rochester and Avon .....	do	19.09	22	1,648 67	.....	1,648 67	86 86	.....	
6006	Avon and Danaville .....	do	30.19	15.03	2,168 24	.....	2,168 24	71 82	.....	
6007	Attica and Corning .....	do	110.97	16.55	10,057 21	.....	10,057 21	90 63	.....	
6008	Buffalo and Hornellsville .....	do	92.72	25.08	14,666 44	.....	14,666 44	158 18	.....	
6009	Goshen and Montgomery .....	do	10.65	12	682 96	.....	682 96	64 13	.....	
6010	Goshen and Pine Island .....	do	12.09	12	516 84	.....	516 84	42 75	.....	
6011	New York and Buffalo .....	{ New York Central and Hud- } son River R. R.	442.00	48.52	450,848 84	157,440 00	608,288 84	1,020 02	{ 370 00 330 00	For 289.6 miles. For 152.5 miles.
6012	Troy and Schenectady .....	do	104.00	24.5	4,081 88	.....	4,081 88	185 54	.....	
6013	Syracuse and Rochester .....	do	122.00	26.48	16,361 28	4,160 00	20,521 28	157 32	40 00	
6014	Canandaigua and Tonawanda .....	do	86.00	6	3,676 50	.....	3,676 50	42 75	.....	
6015	Buffalo and Lockport .....	do	22.00	18	1,072 28	.....	1,072 28	48 74	.....	
6016	Buffalo and Lewiston .....	do	29.00	33.51	2,653 21	.....	2,653 21	91 49	.....	
6017	New York (155th street) and Brew- ster's Station .....	New York City and Northern R. R.	54.70	6	2,759 61	.....	2,759 61	50 45	.....	
6018	Rochester and Niagara Falls .....	New York Central and Hud- son River R. R.	76.00	25	11,306 52	.....	11,306 52	148 77	.....	
6019	Dunkirk and Titusville .....	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.16	9.62	5,378 44	.....	5,378 44	59 00	.....	
6020	Albany Junction (n. o.) and Troy .....	Delaware and Hudson Canal Company.	6.20	24	726 26	.....	726 26	117 14	.....	
6021	Rochester and Charlotte .....	New York Central and Hud- son River R. R.	9.00	17.5	384 75	.....	384 75	42 75	.....	
6022	New York and Chatham .....	do	130.50	12.06	12,719 83	.....	12,719 83	97 47	.....	
6023	Golden's Bridge and Mahopac .....	do	7.50	12	320 62	.....	320 62	42 75	.....	

	Delaware and Hudson Canal Company.	62.87	8.97	4,300 30	4,300 30	68 40
6024 Eagle Bridge and Rutland .....	Schenectady and Ballston .....	15.20	12	649 80	.....	.....
6025 Albany and Moores .....	do .....	188.79	20.37	28,731 98	.....	42 75
6026 Cobleskill and Cherry Valley .....	do .....	22.66	12	28,977 28	.....	132 19
6027 Albany and Binghamton .....	do .....	143.25	12.87	14,685 39	.....	42 75
6028 Flatfishong and Au Sable Forks .....	do .....	23.52	6	1,005 43	.....	102 60
6029 Quaker Street and Schenectady .....	do .....	15.47	12	661 34	.....	42 75
6030 Ninevah Junction (n. o.) and Jefferson Junction (n. o.) .....	do .....	21.70	6	964 78	.....	42 75
6031 Fort Edward and Lake George .....	do .....	15.95	22	1,022 87	.....	64 13
6032 West Chazy and Rome's Point .....	do .....	14.78	12.5	2,047 17	.....	138 51
6033 Oswego and Richland .....	Rome, Watertown and Ogdensburg R. R. ....	24.03	12	2,333 14	.....	80 37
6034 Watertown and Cape Vincent .....	do .....	25.82	12	1,214 31	.....	47 03
6035 Rome and Ogdensburg .....	do .....	141.99	17.07	17,361 11	.....	122 27
6036 Syracuse and Pulaski .....	do .....	38.48	18	2,697 83	.....	70 11
6037 Oswego and Lewiston .....	do .....	146.64	6	11,534 70	.....	78 06
6038 Watertown and Sacquet's Harbor .....	Utica and Black River R. R. ....	12.51	12	534 80	.....	42 75
6039 Chenango Forks and Norwich .....	Delaware, Lackawanna and Western R. R. ....	30.32	12	2,281 27	.....	75 24
6040 Utica and Norwich .....	do .....	54.28	12.74	4,455 30	.....	82 08
6041 Oswego and Ithaca .....	do .....	34.13	12	2,217 76	.....	64 98
6042 Caesville Junction (n. o.) and Richfield Springs .....	do .....	22.04	12	1,111 91	.....	50 45
6043 Mincola and Locust Valley .....	Long Island R. R. ....	10.53	12	450 16	.....	42 75
6044 Long Island City and Greenport .....	do .....	97.17	12	9,388 56	.....	96 62
6045 Hicksville and Port Jefferson .....	do .....	33.50	12	2,176 83	.....	64 98
6046 Vacant .....	do .....	.....	.....	.....	.....	.....
6047 Oswego and Cornwall Station (n. o.) .....	New York, Ontario and Western Rwy. ....	274.22	7.76	15,364 91	.....	61 56
6048 Wellsville and Eldred .....	Bradford, Eldred and Cuba R. R. ....	33.14	6	1,416 73	.....	42 75
6049 Walton and Delhi .....	New York, Ontario and Western Rwy. ....	17.82	6	777 13	.....	43 61
6050 Clinton and Rome .....	Delaware and Hudson Canal Company. ....	13.19	12	563 87	.....	42 75
6051 Buffalo and Cleveland .....	{ Lake Shore and Michigan Southern Rwy. ....	188.20 25.50 79.30 78.30 142.70 101.30 119.28	33.56	442,424 73	149,071 85	501,496 58
6052 Chevaland and Elyria .....	Ogdenburgh and Lake Champlain R. R. ....	101.30	9	10,810 34	.....	90 63
6053 Elvira and Millbury .....	Lebanon Springs R. R. ....	57.80	9	3,212 52	.....	55 58
6054 Millbury and Toledo .....	Middleburgh and Schoharie R. R. ....	5.50	13	235 12	.....	42 75
6055 Toledo and Elkhardt .....	Schoharie Valley R. R. ....	4.38	12	213 48	.....	48 74
6056 Elkhardt and Chicago .....	Delaware and Hudson Canal Company. ....	31.59	12	1,836 64	.....	58 14
6057 Kouse's Point and Ogdensburg .....	.....	.....	.....	.....	.....	.....

Pay not fixed on 24.79 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care. Dollars.	Remarks.
<b>NEW YORK—Continued.</b>										
6058	Buffalo and Emporium.....	Buffalo, New York and Philadelphia R. R.	123	10.88	9,464.85	.....	9,464.85	76.95	.....	Pay not fixed on 29.63 miles.
6059	Olean and Nunda Junction (n. o.) and Skaneateles.	Lackawanna and Pittsburgh R. R.	70.14	12	1,731.80	.....	1,731.80	42.75	.....	
6060	Skaneateles Junction (n. o.) and Buffalo and Corry.....	Skaneateles R. R.	5.16	21	220.59	.....	220.59	42.75	.....	
6061	Buffalo and Corry.....	Buffalo, New York and Philadelphia R. R.	93.91	20	7,398.96	.....	7,398.96	78.66	.....	
6062	Greycourt (n. o.) and McAfee Valley	Warwick Valley R. R.	21.72	12	928.53	.....	928.53	42.75	.....	\$48 per annum additional for service between New York and Stapleton.
6063	Canandaigua and Elmira.....	Northern Central Rwy.	69.79	18	7,757.15	.....	7,757.15	111.15	.....	
6064	Syracuse and Oswego.....	Delaware, Lackawanna and Western R. R.	35.60	18.5	3,378.79	.....	3,378.79	94.91	.....	
6065	Syracuse and Binghamton.....	Syracuse, Binghamton and New York R. R.	80.31	18	9,660.91	.....	9,660.91	83.94	.....	
6066	Rouse's Point and Canada Line (n. o.)	Champlain and St. Lawrence R. R.	1.20	6	112.86	.....	112.86	94.05	.....	
6067	Troy and North Adams.....	Troy and Boston R. R.	48.46	30.18	9,873.72	908.63	10,782.34	203.75	18.75	
6068	Stapleton and Tottenville.....	Staten Island R. R.	13	12	555.75	.....	555.75	42.75	.....	
6069	Hudson and Chatham.....	Boston and Albany R. R.	17.94	18	766.93	.....	766.93	42.75	.....	
6070	East Gainesville and Perry.....	Silver Lake Rwy.	6.83	12	291.98	.....	291.98	42.75	.....	
6071	Syracuse and Earlville.....	Syracuse, Chenango and New York R. R.	44.11	11.49	2,187.41	.....	2,187.41	49.59	.....	
6072	Lyons and Sayre.....	Geneva, Ithaca and Sayre R. R.	92.62	6	9,968.72	.....	9,968.72	75.24	.....	
6073	Rondont and Stamford.....	Ulster and Delaware R. R.	73.64	12	5,288.82	.....	5,288.82	71.82	.....	
6074	Vall's Gate Junction (n. o.) and Newburgh Junction (n. o.).....	New York, Lake Erie and Western R. R.	12.60	22.1	646.38	.....	646.38	51.80	.....	
6075	Utica and Cortland.....	Utica, Ithaca and Elmira R. R.	70.96	15	5,400.05	.....	5,400.05	76.10	.....	
6076	Freeville and Auburn.....	Southern Central R. R.	39.70	6	1,697.17	.....	1,697.17	42.75	.....	
6077	Saratoga Springs and Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	13.55	6	579.26	.....	579.26	42.75	.....	
6078	Port Jervis and Monticello.....	Port Jervis and Monticello R. R.	24.70	6	1,077.16	.....	1,077.16	43.16	.....	

[illegible]

Pay not fixed on 1.72 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office care, railway post. Dollars.	Total annual pay.	Cost per mile for transportation. Dollars.	Cost per mile for railway post office care. Dollars.	Remarks.
<b>NEW YORK—Continued.</b>										
6112	Stewart Junction (n. o.) and Babylon	Long Island R. R.	20.50	6	876 37	.....	876 37	42 75	.....	
6113	Summitville and Ellenville	New York, Ontario and West- ern Rwy.	8.55	6	372 86	.....	372 86	43 61	.....	
6114	Clove Branch Junction and Clove Valley.	Newburgh, Dutchess and Con- necticut R. R.	8.10	6	346 27	.....	346 27	42 75	.....	
6115	Theresa Junction (n. o.) and Clay- ton.	Utica and Black River R. R.	16.23	12	693 83	.....	693 83	42 75	.....	
6116	North Hoosac Junction (n. o.) and State Line (n. o.).	Troy and Boston R. R.	5.50	27	757 13	58 41	815 54	137 66	10 62	
6117	Manor Junction (n. o.) and East- port Junction (n. o.).	Long Island R. R.	5.37	6	229 56	.....	229 56	42 75	.....	
6118	Phennicia and Hunter	Stony Clove and Catskill Mountain R. R.	14.73	6	730 46	.....	730 46	49 59	.....	
6119	Herkimer and Poland	Herkimer, Newport and Po- land Narrow-Gauge Rwy.	17	12	726 75	.....	726 75	42 75	.....	
6120	Whitestone Junction (n. o.) and Great Neck Station (n. o.).	Long Island R. R.	6.96	12	309 44	.....	309 44	44 46	.....	
6121	Mechanicville and Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	12.98	6	554 89	.....	554 89	42 75	.....	
6122	Addison and Gaines	Addison and Northern Penn- sylvania Rwy.	41.25	6	1,763 43	.....	1,763 43	42 75	.....	
6123	Rochester and Hinsdale	Buffalo, New York and Phila- delphia R. R.	99.92	6	4,613 30	.....	4,613 30	46 17	.....	
6124	Brooklyn and Jamaica	Long Island R. R.	9.18	6	375 00	.....	375 00	40 85	.....	
6125	Hopewell Junction and Wicopee Junction (n. o.).	New York and New England R. R.	11.19	6	.....	.....	.....	.....	.....	Pay not fixed.
6126	Buffalo (Eric street station) and Black Rock (N. Y. C. & H. R. R. R. Station) (n. o.).	Grand Trunk Rwy. of Canada.	4.59	6	196 22	.....	196 22	42 75	.....	
6127	Bradford Junction (n. o.) and Punn- sawney.	Rochester and Pittsburgh R. R.	120.73	6	6,297 27	.....	6,297 27	52 16	.....	
6128	Hayt's Corners and Willard	Geneva, Ithaca and Sayre R. R.	5.42	18	231 70	.....	231 70	42 75	.....	
6129	New York and Albany	New York, West Shore and Buffalo Rwy.	142.27	6	.....	.....	.....	.....	.....	Pay not fixed.

	Buffalo and Ashford Junction (n. o.)	Rochester and Pittsburgh R. R.	42.28	6						Pay not fixed
			7,021.41							
	NEW JERSEY.									
	New York and Easton.....	Central R. R. Co. of New Jersey	74	12	10,123 20	.....	.....	10,123 20	136 80	.....
7001	Somerville and Flemington.....	do	16 06	18	698 56	.....	.....	698 56	42 75	.....
7002	Elizabethport (n. o.) and Bayhead	do	.....	15	5,942 50	.....	.....	5,942 50	118 85	.....
7003	New York and Philadelphia.....	Pennsylvania R. R.	89 54	107 48	123,715 62	38,054 50	.....	161,770 12	1,391 68	425 00
7004	Camden and Monmouth Junction.....	do	53 32	8 69	8,738 26	.....	.....	8,738 26	70 11	.....
7005	Camden and Hightstown.....	do	53 13	10 5	3,543 23	.....	.....	3,543 23	66 69	.....
7006	Burlington and Medford.....	do	14 07	14	639 96	.....	.....	639 96	42 75	.....
7007	Trenton and Manunka Chuk (n. o.)	do	67 85	27 46	5,453 10	.....	.....	5,453 10	80 37	.....
7008	Lambertville and Flemington.....	do	12 53	12	535 23	.....	.....	535 23	42 75	.....
7009	East Millstone and New Brunswick	do	.....	12	359 52	.....	.....	359 52	42 75	.....
7010	Rocky Hill and Monmouth Junction.	do	6 76	12	288 99	.....	.....	288 99	42 75	.....
7011	Kinkora and Lewistown.....	do	10 70	6	457 42	.....	.....	457 42	42 75	.....
7012	Hoboken and Easton.....	Morris and Essex R. R.	84 24	10 28	10,371 62	.....	.....	10,371 62	123 12	.....
7013	Dover and Chester.....	do	13 94	18 41	595 83	.....	.....	595 83	42 75	.....
7014	Philadelphia and Atlantic City.....	Camden and Atlantic R. R.	59 51	13	4,579 29	.....	.....	4,579 29	76 85	.....
7015	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7016	Jersey City and Nyack.....	Northern R. R. Co. of New Jersey.	28 45	12 47	1,727 19	.....	.....	1,727 19	60 71	.....
7017	Easton and Metuchen.....	Lehigh Valley R. R.	54	19	4,960 36	.....	.....	4,960 36	92 34	.....
7018	Newfield and Atlantic City.....	West Jersey R. R.	34 71	12	1,483 85	.....	.....	1,483 85	42 75	.....
7019	Pleasantville and Somers Point.....	do	7 31	6	312 50	.....	.....	312 50	42 75	.....
7020	Elmer and Salem.....	do	17 01	12	756 26	.....	.....	756 26	44 46	.....
7021	Woodbury and Swedesborough.....	do	11 28	12	482 22	.....	.....	482 22	42 75	.....
7022	Jamestown and Sea Girt (n. o.)	Pennsylvania R. R.	27 64	12	1,498 96	.....	.....	1,498 96	53 87	.....
7023	Jersey City and Stony Point.....	New Jersey and New York R. R.	42 24	16 06	2,303 23	.....	.....	2,303 23	52 16	.....
7024	Waterloo and Franklin Furnace.....	Sussex R. R.	24 76	15 3	1,058 49	.....	.....	1,058 49	42 75	.....
7025	Sandy Hook (n. o.) and Pemberton Junction (n. o.)	New Jersey Southern Rwy. ...	65	6	2,778 75	.....	.....	2,778 75	42 75	.....
7026	Newark and Mont Clair.....	Newark and Bloomfield R. R.	6 59	29 64	309 92	.....	.....	309 92	47 03	.....
7027	Hoboken and Denville.....	Delaware, Lackawanna and Western R. R.	34 17	80	4,148 57	.....	.....	4,148 57	121 41	.....
7028	Whiting and Atco.....	New Jersey Southern Rwy. ...	33 80	6	1,423 57	.....	.....	1,423 57	42 75	.....
7029	Newark and Paterson.....	New York, Lake Erie and Western R. R.	13 24	15	566 01	.....	.....	566 01	42 75	.....
7030	Atsion and Bridgeton.....	Vineland R. R.	37 75	6	1,646 27	.....	.....	1,646 27	48 61	.....
7031	Whiting and Beach Haven.....	Tuckerton R. R.	36 78	12	1,601 79	.....	.....	1,601 79	48 61	.....
7032	Bridgeton and Port Norris.....	Cumberland and Mautice River R. R.	20 60	12	880 65	.....	.....	880 65	42 75	.....
7033	Jersey City and Greenwood Lake...	New York and Greenwood Lake R. R.	51 10	12	2,184 52	.....	.....	2,184 52	42 75	.....



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
NEW JERSEY—Continued.										
7035	Atco Junction (n. o.) and Williams-town.	Williamstown and Delaware River R. R.	9	16.92	384 75	.....	384 75	42 75	.....	
7036	Summit and Bernardsville.	Passaic and Delaware R. R.	14.72	6	629 28	.....	629 28	42 75	.....	
7037	Jersey City and Middletown.	New York, Susquehanna and Western R. R.	88.40	10	5,366 76	.....	5,366 76	60 71	.....	
7038	Rahway and Perth Amboy.	Pennsylvania R. R.	7.24	12	313 78	.....	313 78	42 75	.....	
7039	Woodbury and Penn's Grove.	Delaware River R. R.	20.48	15	875 52	.....	875 52	42 75	.....	
7040	High Bridge and Hookway.	Central R. R. Co. of New Jersey.	30.31	6	1,295 75	.....	1,295 75	42 75	.....	
7041	Camden and Cape May.	West Jersey R. R.	81.15	12	6,383 25	.....	6,383 25	78 66	.....	
7042	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
7043	Keyport and Freehold.	Freehold and New York Rwy. R.	14.99	15.84	666 45	.....	666 45	44 46	.....	
7044	Trenton and Trenton Junction (n. o.).	Philadelphia and Reading R. R.	4.28	12	182 97	.....	182 97	42 75	.....	
7045	Haddonfield and Marlton.	Philadelphia, Marlton and Medford R. R.	7.24	6	309 51	.....	309 51	42 75	.....	
7046	Bordentown and Trenton.	Pennsylvania R. R.	6.04	18	294 38	.....	294 38	48 74	.....	
7047	Jamestown and South Amboy.	do	14.20	10.10	801 30	.....	801 30	56 43	.....	
7048	Branchville Junction (n. o.) and Branchville.	Sussex R. R.	6.63	11.09	283 43	.....	283 43	42 75	.....	
7049	Ratontown and Port Monmouth.	New Jersey Southern Rwy. R.	9.80	10.10	418 95	.....	418 95	42 75	.....	
7050	Manchester and Barnegat.	do	22.42	11.81	958 45	.....	958 45	42 75	.....	
7051	Chesborough and Bridgeton.	West Jersey R. R.	21.03	12	1,564 42	.....	1,564 42	74 39	.....	
7052	Bedford and McAfee Valley.	Lehigh and Hudson River Rwy.	41.48	6	1,950 80	.....	1,950 80	47 03	.....	
7053	Princeton Junction and Princeton.	Pennsylvania R. R.	3.37	36	175 77	.....	175 77	52 16	.....	
7054	Whiting and Bayhead Junction (n. o.).	Philadelphia and Long Branch R. R.	28.58	6	1,221 79	.....	1,221 79	42 75	.....	
7055	East Junction (n. o.) and West Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	6	428 64	.....	428 64	42 75	.....	
7056	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
7057	Sweetenborough and Riddleton Junction (n. o.).	West Jersey R. R.	11.47	12	627 63	.....	627 63	54 72	.....	
7058	Two Bridges Junction (n. o.) and Stroudsburg.	New York, Susquehanna and Western R. R.	47.85	6	2,045 58	.....	2,045 58	42 75	.....	

			3.16	6	135 09		135 09	42 75	Pay not fixed.
7059	Delaware and Columbia Junction (n. o.)	do							Pay not fixed.
7060	Sea Isle Junction (n. o.) and Sea Isle City.	West Jersey R. R.	4.97	6					
7061	Angleson Junction (n. o.) and Angleson.	Angleson R. R.	5.52	6					
			1.075 24		238,352 79	38,054 50	236,437 29		
PENNSYLVANIA.									
8001	Philadelphia and Pittsburgh.	Pennsylvania R. R.	353	38.64	351,016 24	97,075 00	448,691 24	996 08	275 00
8002	Philadelphia and Pottsville.	Philadelphia and Reading R. R.	92.84	22.7	13,335 53		13,335 53	143 64	
8003	Philadelphia and West Chester.	Philadelphia and Baltimore Central R. R.	26.68	24	3,102 35		3,102 35	116 28	
8004	Philadelphia and Bethlehem.	Philadelphia and Reading R. R.	56.52	40.86	7,973 84		7,973 84	111 08	
8005	Philadelphia and Norristown.	do	16.47	18	943 56		943 56	57 29	
8006	Philadelphia and Darby.	Philadelphia and Darby R. R.	7.05	12	271 28		271 28	38 48	
8007	Bridgeport and Downingtown.	Philadelphia and Reading R. R.	21.64	6	832 70		832 70	38 48	
8008	Chester and Point Deposit.	Philadelphia and Baltimore Central R. R.	59.34	24	5,073 57		5,073 57	85 50	
8009	Honesdale and Lackawaxen.	New York, Lake Erie and Western R. R.	26.13	12	1,295 78		1,295 78	49 59	
8010	Easton and Waverly.	do	205.57	23.38	29,353 34		29,353 34	142 79	
8011	Penn Haven Junction (n. o.) and Mount Carmel.	Lehigh Valley R. R.	52.83	15	2,348 82		2,348 82	44 46	
8012	Hazel Creek Bridge (n. o.) and Andover.	do	8.52	6	364 23		364 23	42 75	
8013	Pottsville and Herndon.	Philadelphia and Reading R. R.	81.03	10.44	4,365 08	600 00	4,965 08	53 87	10 00
8014	Port Clinton and Williamsport.	do	121.66	7	6,033 11		6,033 11	49 59	
8015	Sunbury and Sugar Loaf.	Pennsylvania R. R.	43.61	6	1,864 32		1,864 32	42 75	
8016	Penn Haven Junction (n. o.) and Sugar Loaf.	Lehigh Valley R. R.	24.70	13.73	1,393 82		1,393 82	56 43	
8017	Scranton and Northumberland.	Delaware, Lackawanna and Western R. R.	80.89	18	7,262 30		7,262 30	89 78	
8018	Scranton and Carbondale.	Delaware and Hudson Canal Company.	17.57	12	1,126 76		1,126 76	64 13	
8019	Binghamton and New Hampton.	Delaware, Lackawanna and Western R. R.	144.56	17.56	15,450 57		15,450 57	106 88	
8020	Elmira and Hoytville.	Toga R. R.	65.95	12	4,398 19		4,398 19	66 09	
8021	Williamsport and Elmira.	Northern Central Rwy.	79.71	18	10,222 80		10,222 80	128 25	
8022	Sunbury and Erie.	Pennsylvania R. R.	39.81	14.15	26,503 67	995 25	27,498 92	176 13	25 00
8023	Sunbury and Mount Carmel.	Northern Central Rwy.	248.68	12	1,173 06		1,173 06	78 66	
8024	Bradford and Carrollton.	New York, Lake Erie and Western R. R.	27.44	25.87	1,823 26		1,823 26	70 97	
8025	Irvine and Corry.	Buffalo, New York and Philadelphia R. R.	95.12	12.97	5,855 58		5,855 58	61 56	

For 39.81 miles

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
<b>PENNSYLVANIA—Continued.</b>										
8026	Strasburgh and Leaman Place.....	Strasburgh R. R., Isaac Phenegar, lessee.	Miles. 5.40	6	Dollars. 230 85	.....	Dollars. 230 85	Dollars. 42 75	.....	
8027	Lancaster and Middletown.....	Pennsylvania R. R.....	31.64	14.51	2,353 69	.....	2,353 69	74 39	.....	
8028	Harrisburgh and Auburn.....	Philadelphia and Reading R. R.....	58.78	7.79	2,519 25	.....	2,519 25	42 75	.....	
8029	New Castle and Homewood.....	Pennsylvania Company.....	16.43	12	1,570 00	.....	1,570 00	101 75	.....	
8030	Harrisburgh and Martinsburgh.....	Cumberland Valley R. R.....	94.63	15.31	9,223 58	.....	9,223 58	97 47	.....	
8031	Columbia and Sinking Spring.....	Reading and Columbia R. R.....	40.14	15.52	2,059 18	.....	2,059 18	51 30	.....	
8032	Columbia and Frederick.....	Pennsylvania R. R.....	69.52	7.14	8,507 28	.....	8,507 28	50 45	.....	
8033	Junction (n. o.) and East Berlin.....	Hanover Junction, Hanover and Gettysburgh R. R.....	7.36	6	314 64	.....	314 64	42 75	.....	
8034	Huntingdon and Mount Dallas Station (n. o.).....	Huntingdon and Broad Top Mountain R. R. and Coal Co. Pennsylvania R. R.....	45.15	12	3,358 70	.....	3,358 70	74 39	.....	
8035	Tyrone and Curwinstown.....	do.....	47.66	11.16	3,178 44	.....	3,178 44	66 69	.....	
8036	Altoona and Henrietta.....	do.....	22.32	12	1,471 69	.....	1,471 69	42 75	.....	
8037	Cresson and Ebensburg.....	do.....	6.30	12	479 27	.....	479 27	43 61	.....	
8038	Tyrone and Lock Haven.....	do.....	55.05	6	3,342 08	.....	3,342 08	60 71	.....	
8039	Blairsville and Allegheny.....	do.....	68.04	12	5,002 97	.....	5,002 97	73 53	.....	
8040	Pittsburgh and Wheeling.....	Baltimore and Ohio R. R.....	71.09	12	1,441 83	.....	1,441 83	44 46	.....	Pay not fixed on 39.66 miles.
8041	Pittsburgh and Oil City.....	Allegheny Valley R. R.....	182.08	13	17,165 11	.....	17,165 11	129 98	.....	
8042	Branch Junction and Indiana.....	Pennsylvania R. R.....	19.14	12	1,243 71	.....	1,243 71	64 98	.....	
8043	Meadville and Oil City.....	New York, Pennsylvania and Ohio R. R.....	36.62	18	2,223 20	.....	2,223 20	60 71	.....	
8044	Erie and New Castle.....	Pennsylvania Company.....	98.47	12	8,250 80	.....	8,250 80	83 79	.....	
8045	Oil City and Ashtabula.....	Lake Shore and Michigan Southern Rwy.....	87.56	9.4	5,240 46	.....	5,240 46	59 85	.....	
8046	Bethlehem and Bangor.....	Lehigh and Lackawanna R. R.....	32.20	12	1,376 54	.....	1,376 54	42 75	.....	
8047	Downingtown and New Holland.....	Pennsylvania R. R.....	27.69	10	1,444 31	.....	1,444 31	52 16	.....	
8048	Westchester and Phoenixville.....	do.....	18.42	6	274 74	.....	274 74	38 48	.....	Pay not fixed on 11.28 miles.
8049	Lewistown Junction (n. o.) and Millroy.....	do.....	12.94	12	553 18	.....	553 18	42 75	.....	
8050	Pottsville and Frackville.....	Philadelphia and Reading R. R.....	11.63	10.47	496 75	.....	496 75	42 75	.....	

3051	Greenville and Butler	Shenango and Allegheny R. R.	57.29	1,681.06	45.82	Pay not fixed on 21.1 miles.
3052	Carlisle and Pine Grove Furnaces	South Mountain Railway and Mining Company.	18.92	808.83	42.75	
3053	Freeport and Butler	Pennsylvania R. R.	22.14	1,287.21	58.14	
3054	Wilington and Reading	Winnington and Northern R. R.	73.08	3,124.17	42.75	
3055	Pittsburgh and Washington	Pittsburgh, Cincinnati and Saint Louis Rwy.	23.49	1,787.58	70.19	
3056	Perkiomen Junction (n. o.) and Emmaus.	Perkiomen R. R.	37.00	1,639.73	43.61	
3057	Pottstown and Barto's	Philadelphia and Reading R. R.	13.28	567.72	42.75	
3058	Jeddo and Freshland	Lebigh Valley R. R.	8.24	138.51	42.75	
3059	Lebanon and Tower City	Philadelphia and Reading R. R.	34.46	1,855.35	42.75	
3060	Towanda and Berne	Philadelphia and New York Canal and R. R. Co.	10.90	1,082.41	42.75	
3061	Schuylkill Haven and Glen Carbon.	Philadelphia and Reading R. R.	14.26	609.61	42.75	
3062	Topcon and Kutztown	do	10.4	509.91	42.75	
3063	Atterborge and Cumberland.	Baltimore and Ohio R. R.	21	204.91	42.75	
3064	Carbondale and Susquehanna.	New York, Lake Erie and Western R. R.	150.32	10,708.05	111.15	
3065	Corning and Attrim	Fall Brook Coal Company	39.14	1,673.23	42.75	
3066	Phenixville and Uwchland	Philadelphia and Reading R. R.	52.40	3,584.16	68.40	
3067	Lewistown and Spring Mills.	Pennsylvania R. R.	11.83	505.73	42.75	
3068	Union City and Titusville	Buffalo, New York and Philadelphia R. R.	12.45	1,814.73	42.75	
3069	Towanda and Barclay	Towanda Coal Co.	14.10	802.77	42.75	
3070	Rockwood and Johnstown	Somerset and Cambria R. R.	17.19	661.47	38.48	
3071	South Penn Junction (n. o.), and Richmond Furnace.	Cumberland Valley R. R.	45.37	1,939.56	42.75	
3072	Mount Dallas Station (n. o.), and Cumberland.	Pennsylvania R. R.	19.38	828.49	42.75	
3073	Alentown and Harrisburgh	Philadelphia and Reading R. R.	45.29	2,564.66	57.29	
3074	Consolihocken and Flourentown	do	89.51	11,575.99	129.11	
3075	Lansdale and Doylestown	do	7.26	279.36	38.48	
3076	Red Bank Furnace and Driftwood	Allegheny Valley R. R.	10.87	566.97	53.16	
3077	Chambersburg and Waynesborough	Mont Alto R. R.	110.45	6,327.67	57.29	
3078	Tunkhannock and Montrose	Montrose Rwy.	23.43	1,001.63	42.75	
3079	Wilkesbarre and Scranton	Central R. Co. of New Jersey	28.27	1,208.54	42.75	
3080	Mechanicsburgh and Dillsburgh	Cumberland Valley R. R.	19.85	848.58	42.75	
3081	Pittsburgh and West Brownsville.	Pennsylvania R. R.	8.85	378.33	40.71	
3082	Valley Junction (n. o.), and Ebbsvale	Bachman Valley R. R.	31.80	2,897.15	60.71	
3083	Bellefonte and Snow Shoe.	Pennsylvania R. R.	23.32	709.71	42.75	
3084	Holidaysburgh and Mines	do	12.97	951.18	42.75	
3085	Mount Union and Robertsdale	East Broad Top R. R. and Coal Co.	22.25	955.46	42.75	
3086	Foxborough and Callery.	Pittsburgh and Western R. R.	30.06	1,285.06	42.75	
3087	Lebanon and Irwona.	Bell's Gap R. R.	43.58	2,794.78	64.13	
3088	Phillipsburgh and Morrisdale Mines	Pennsylvania R. R.	21.28	1,004.62	42.75	
3089	Reading and Slatington.	Philadelphia and Reading R. R.	31.58	186.17	42.75	
3090	Berlin and Garrett.	Baltimore and Ohio R. R.	8.70	1,869.45	42.75	
			9.10	889.02	42.75	
						Pay not fixed on 2.23 miles.



8116	Honedale and Carbondale.....	Delaware and Hudson Canal Company.....	19.62	12	888.75	888.75	42.75	.....
8117	Newtown Junction (n. o.) and Newtown.....	Philadelphia, Newtown and New York R. R.....	27.10	12	1,158.52	1,158.52	42.75	.....
8118	Larrobe and Ligonier.....	Ligonier Valley R. R.....	10.67	6	456.14	456.14	42.75	.....
8119	Shenandoah and Mahanoy Plane.....	Philadelphia and Reading R. R.....	6.90	12	294.97	294.97	42.75	.....
8120	vacant.....	.....	.....	.....	.....	.....	.....	.....
8121	Bradford and Olean.....	Buffalo, New York and Philadelphia R. R.....	22.90	12	1,226.07	1,226.07	51.30	.....
8122	Summit City and Bradford.....	do.....	7.66	12	327.46	327.46	42.75	.....
8123	Pittsburgh and Youngstown.....	Pittsburgh and Lake Erie R. R.....	70.93	26	10,552.25	10,552.25	149.77	.....
8124	Columbia and Port Deposit.....	Pennsylvania R. R.....	32.62	6	1,524.57	1,524.57	58.48	.....
8125	Allegheny and New Castle.....	Pittsburgh and Western R. R.....	61.70	6	3,357.19	3,357.19	57.29	.....
8126	Bowmansdale and Shippensburg.....	Harrisburgh and Potomac R. R.....	32.45	6	862.86	862.86	84.20	.....
8127	Montour Junction (n. o.) and Imperial.....	Montour R. R.....	10.97	15.84	468.96	468.96	42.75	.....
8128	Portland and Nazareth.....	Bangor and Portland Rwy.....	25.61	14	1,094.82	1,094.82	42.75	.....
8129	Irwin's Station and Sawickley (n. o.).....	Penn. Gas Coal Company's R. R.....	9.79	6	334.81	334.81	34.20	.....
8130	Dagsacabonda and Dagus Mines.....	Youghiogheny R. R.....	6.01	6	256.92	256.92	42.75	.....
8131	Lendenburgh and Pomeroy.....	Northwestern Mining and Exchange Company.....	18.64	6	798.86	798.86	42.75	.....
8132	Bradford and Smeethport.....	Pennsylvania R. R.....	26.05	12	1,113.63	1,113.63	42.75	.....
8133	Kinzua Junction (n. o.) and Eldred.....	Bradford, Bordell and Kinzua R. R.....	14.25	12	670.17	670.17	47.03	.....
8134	Lumber Yard (n. o.) and Ebervale.....	do.....	6.23	12	266.33	266.33	42.75	.....
8135	Tunnel and Eckley.....	do.....	2.24	6	95.76	95.76	42.75	.....
8136	Blossburg and Morris Run.....	Thora R. R.....	4.09	12	174.84	174.84	42.75	.....
8137	Junction and Quarryville.....	Reading and Columbia R. R.....	23.50	14.22	1,004.62	1,004.62	42.75	.....
8138	Saxton and Dudley.....	Huntingdon and Broad Top Mountain R. and Coal Co.....	6.18	6	264.19	264.19	42.75	.....
8139	Lawrenceville and Harrison Valley.....	Fall Brook Coal Co.....	32.18	12	832.40	832.40	64.13	.....
8140	Duncansville and Newry.....	Pennsylvania R. R.....	8.18	12	135.94	135.94	42.75	.....
8141	Broad Ford and Mount Pleasant.....	Baltimore and Ohio R. R.....	10.45	6	446.74	446.74	42.75	.....
8142	vacant.....	.....	.....	.....	.....	.....	.....	.....
8143	Coalville Junction (n. o.) and Coal town.....	Shenango and Allegheny R. R.....	3	6	128.25	128.25	42.75	.....
8144	Port Allegheny and Condersport.....	Condersport and Port Allegheny R. R.....	16.68	6	713.07	713.07	42.75	.....
8145	Mercersburgh Junction (n. o.) and Mercersburgh.....	Cumberland Valley R. R.....	2.58	6	110.29	110.29	42.75	.....
8146	West Brownsville and Uniontown.....	Pennsylvania R. R.....	18.54	6	887.69	887.69	47.88	.....
8147	Clarion Junction (n. o.) and Clarion.....	Pittsburgh and Western R. R.....	6.73	12	287.70	287.70	42.75	.....
8148	North Clarion and Cherry Grove.....	Warren and Farnsworth Valley R. R.....	10.47	6	447.59	447.59	42.75	.....
8149	Lebanon and Cornwall.....	Cornwall R. R.....	5.62	6	240.25	240.25	42.75	.....
8150	Williamsport and Stokesdale Junction (n. o.).....	Fall Brook Coal Co.....	78.52	6	4,967.96	4,967.96	63.27	.....

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
	PENNSYLVANIA—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
8151	Youngwood Station (n. o.) and United.	Pennsylvania R. R.	8.84	6	577 91	577 91	577 91	42 76	.....	
8152	Branchon Junction (n. o.) and Hilliard's.	Shenango and Allegheny R. R.	10.41	6	471 78	471 78	471 78	45 33	.....	
8153	Sunbury and Lewisburgh.	Philadelphia and Reading R. R.	9.84	6	420 06	420 06	420 06	42 75	.....	
			5,725.38		727,884 50	98,670 25	826,554 75			
	DELAWARE.									
9501	Wilmington and Delmar.	Philadelphia, Wilmington and Baltimore R. R.	97.02	12.96	12,442 81	.....	12,442 81	128 25	.....	
9502	Delmar and Crisfield.	New York, Philadelphia and Norfolk R. R.	38	6	8,151 72	.....	8,151 72	82 94	.....	
9503	Clayton and Oxford.	Delaware and Chesapeake Rwy.	54.50	6	2,795 85	.....	2,795 85	51 30	.....	
9504	Georgetown and Lewes.	Delaware, Maryland and Virginia R. R.	16.02	12	821 83	.....	821 83	51 30	.....	
9505	Wilmington and Landenburgh.	Delaware Western R. R.	26.55	6	878 51	.....	878 51	42 75	.....	
9506	Harrington and Franklin City.	Delaware, Maryland and Virginia R. R.	19.89	6	3,901 05	.....	3,901 05	49 59	.....	
9507	Newark and Delaware City.	Philadelphia, Wilmington and Baltimore R. R.	53.23	6	545 06	.....	545 06	51 30	.....	
			12.75	12	545 06	.....	545 06	46 17	.....	
			319.14		24,536 83	.....	24,536 83	42 75	.....	
	MARYLAND.									
10001	Baltimore and Philadelphia.	Philadelphia, Wilmington and Baltimore R. R.	96	57.75	53,434 56	9,600 00	63,034 56	556 61	100 00	
10002	Baltimore and Sunbury.	Northern Central Rwy.	137.80	23.83	26,391 45	3,445 00	29,836 45	191 53	25 00	
10003	Baltimore and Wheeling.	Baltimore and Ohio R. R.	394.30	27.47	119,342 78	39,104 40	158,447 18	302 67	120 00	For 228.75 miles.
10004	Anby and Frederick.	do	8.11	27	175 49	.....	175 49	56 43	40 00	For 91.36 miles.
10005	Weverton and Hagerstown.	do	24.56	12	1,437 91	.....	1,437 91	56 14	.....	

[illegible]



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>VIRGINIA—Continued.</b>										
11019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	38.83	12	299 25	.....	299 25	42 75	.....	
11020	Fredericksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	.....	6	1,659 98	.....	1,659 98	42 75	.....	
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.96	10.32	80,972 19	5,997 25	86,969 44	129 11	25 00	
11022	Elba and Rocky Mount.	Virginia Midland Rwy.	87.23	6	1,591 58	.....	1,591 58	42 75	.....	
11023	Richmond and Lynchburgh.	Richmond and Alleghany R. R.	147.50	6	8,827 87	.....	8,827 87	59 85	.....	
11024	Owl Run and Warrenton.	do	9.17	7	392 01	.....	392 01	42 75	.....	
11025	Orange and Gordonsville.	Virginia Midland Rwy.	9.79	9.50	594 35	.....	594 35	60 71	.....	
11026	Norfolk and Edenton.	Norfolk Southern R. R.	74.05	6	4,743 81	.....	4,743 81	64 13	.....	
11027	Clifton Forge and Lynchburgh.	Richmond and Alleghany R. R.	87.47	6	4,487 21	.....	4,487 21	51 30	.....	
11028	Danville and Spencers.	Danville and New River R. R.	57.99	6	1,912 63	.....	1,912 63	42 75	.....	
11029	Balcony Falls and Lexington.	Richmond and Alleghany R. R.	20.50	6	870 37	.....	870 37	42 75	.....	
11030	Loraine and Hungary (n. o.)	do	12	6	461 76	.....	461 76	38 48	.....	13.25 m., no pay fixed.
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	10.75	6	759 66	.....	759 66	42 75	.....	No pay fixed.
11032	Keyaville and Clarksaville.	Richmond and Mecklenburgh R. R.	31.63	6	.....	.....	.....	.....	.....	13.86 m., no pay fixed.
11033	New River Depot and Pocahontas.	Norfolk and Western R. R.	73.69	6	.....	.....	.....	.....	.....	No pay fixed.
11034	Claremont and Waverly Station.	Atlantic and Danville R. R.	18.50	6	.....	.....	.....	.....	.....	Do.
			2,792.53		347,561 19	69,708 45	417,269 64			
<b>WEST VIRGINIA.</b>										
12001	Harper's Ferry and Lexington.	Baltimore and Ohio R. R.	103.13	16.27	17,616 62	.....	17,616 62	110 80	.....	
12002	Grafton and Parkersburgh.	do	62.41	23.5	29,305 98	8,360	37,665 98	99 18	.....	
12003	Volcano Junction and Volcano.	Laurel Fork and Sand Hill R. R.	104.50	12	300 10	.....	300 10	290 44	80	
12004	Pennsborough and Ritchie C. H.	Pennsborough and Harrisville Ritchie County Rwy.	7.02	12	384 75	.....	384 75	42 75	.....	
12005	Steubenville and Wheeling.	Pittsburgh, Cincinnati and Saint Louis Rwy.	26.13	28	1,988 49	.....	1,988 49	76 10	.....	
12006	Clarksburgh and Weston.	Clarksburgh, Weston and Glenville R. R. and Transportation Co.	26.25	12	1,795 50	.....	1,795 50	68 40	.....	

			14.50	6	619 87	8,360 00	619 87	43 75	619 87	43 75	14.12 m., no pay fixed. No pay fixed. Do. Do.
12007	Piedmont and Elk Garden.....	West Virginia Central and Pittsburgh Rwy.	14.50	6	619 87	8,360 00	619 87	43 75	619 87	43 75	
12008	Winfred Junction (n. o.) and Win- fred.....	Winfred R. R.	4.54	6	194 08	.....	194 08	43 75	194 08	43 75	
12009	Shaw and Fairfax .....	West Virginia Central and Pittsburgh Rwy.	35.75	6	924 68	.....	924 68	43 75	924 68	43 75	
12010	Charleston and Point Pleasant.....	Ohio Central R. R.	57.70	6	.....	.....	.....	.....	.....	.....	
12011	Weston and Juckhannon .....	Weston and Juckhannon R. R.	16.29	6	.....	.....	.....	.....	.....	.....	
12012	Grafton and Philippi.....	Grafton and Greenbrier R. R.	24	6	.....	.....	.....	.....	.....	.....	
			491.22		53,130 07	8,360 00	61,490 07				
NORTH CAROLINA.											
13001	Raleigh and Weldon .....	Raleigh & Gaston R. R.	97.63	6	7,095 74	.....	7,095 74	72 68	7,095 74	72 68	
13002	Weldon and Wilmington .....	Wilmington and Weldon R. R.	162.07	14	29,090 66	12,965 60	42,056 26	179 55	42,056 26	179 55	
13003	Wilmington and Charlotte .....	Carolina Central Rwy.	188.89	6	9,690 05	.....	9,690 05	51 20	9,690 05	51 20	
13004	Goldborough and Greensborough .....	Richmond and Danville R. R.	130.35	13	9,138 83	.....	9,138 83	70 11	9,138 83	70 11	
13005	Goldborough and Greensborough .....	Atlantic and North Carolina R. R.	94.05	6	5,548 95	.....	5,548 95	59 00	5,548 95	59 00	
13006	Salisbury and Warm Springs .....	Western North Carolina R. R.	183.67	6	15,861 74	.....	15,861 74	86 38	15,861 74	86 38	
13007	Charlotte, N. C., and Augusta, Ga.....	Charlotte, Columbia and Au- gusta R. R.	192.56	10.07	24,790 69	.....	24,790 69	128 25	24,790 69	128 25	
13008	Charlotte and Shelby .....	Carolina Central Rwy.	53.59	6	3,041 88	.....	3,041 88	54 72	3,041 88	54 72	
13009	Charlotte and Statesville .....	Charlotte, Columbia and Au- gusta R. R.	49.38	6	2,279 87	.....	2,279 87	46 17	2,279 87	46 17	
13010	Raleigh and Hamlet .....	Raleigh and Augusta Air Line R. R.	97.58	6	6,173 88	.....	6,173 88	63 27	6,173 88	63 27	
13011	Lumber Bridge and Greensborough .....	Cape Fear and Yadkin Valley R. R.	114.55	6	1,925 03	.....	1,925 03	43 75	1,925 03	43 75	
13012	Greensborough and Winston .....	Richmond and Danville R. R.	28.98	6	1,585 78	.....	1,585 78	54 72	1,585 78	54 72	
13013	Jameville and Washington .....	Jameville and Washington R. R. Wm. Rieck, lessee.	22.57	9	964 86	.....	964 86	42 75	964 86	42 75	
13014	Oxford and Henderson .....	Oxford and Henderson R. R., A. H. Williams, lessee.	13.40	6	572 85	.....	572 85	42 75	572 85	42 75	
13015	Rocky Mount and Tarborough .....	Wilmington and Weldon R. R.	17.80	7	760 95	.....	760 95	43 75	760 95	43 75	
13016	Ashfield Junction (n. o.) and Wayne- ville .....	Western North Carolina R. R.	28.23	7	.....	.....	.....	.....	.....	.....	No pay fixed.
13017	Alma and Plainview .....	Alma and Little Rock R. R.	12.59	6	538 21	.....	538 21	42 75	538 21	42 75	
13018	University Station and Chapel Hill .....	Richmond and Danville R. R.	11.70	6	500 17	.....	500 17	42 75	500 17	42 75	
13019	Halifax and Scotland Neck .....	Wilmington and Weldon R. R.	21.00	6	897 75	.....	897 75	42 75	897 75	42 75	
13020	Tarborough and Williamson .....	Albemarle and Raleigh R. R.	30.88	7	1,320 12	.....	1,320 12	42 75	1,320 12	42 75	
13021	Smithfield and Goldsborough .....	Midland North Carolina Rwy.	22.65	6	1,336 35	.....	1,336 35	59 00	1,336 35	59 00	
13022	D. M. & W. Junction (n. o.) and Leak .....	Danville, Mocksville and Southwestern R. R.	7.97	6	.....	.....	.....	.....	.....	.....	No pay fixed.
			1,584.09		123,123 36	1,965 0	136,088 96				
SOUTH CAROLINA.											
14001	Columbia and Greenville .....	Columbia and Greenville R. R.	143.84	6	9,838 65	.....	9,838 65	68 40	9,838 65	68 40	
14002	Columbia, S. C., and Wilmington, N. C. ....	Wilmington, Columbia and Augusta R. R.	{ 110 68 }	14 14	{ 23,922 90 9,807 00 }	.....	{ 9,838 65 82,722 90 }	{ 155 87 68 40 }	{ 9,838 65 82,722 90 }	{ 155 87 68 40 }	R. P. O. cars on 110 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
SOUTH CAROLINA—Continued.										
14003	Columbia and Charleston	South Carolina R. R.	131.02	23.04	10,754.12	83.08	10,754.12	42.75	83.08	
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy	115	14	16,911.90	7,475.00	24,386.90	147.06	65.00	
14005	Charleston and Florence	Northeastern R. R.	102	14	16,385.48	5,100.00	21,485.48	160.74	50.00	
14006	Florence and Cheraw	Cheraw and Darlington R. R.	40.90	6	1,818.41		1,818.41	44.46		
14007	Chester, S. C., and Newton, N. C.	Chester and Lenoir Narrow Gauge R. R.	79.53	6	3,126.85		3,126.85	47.98		14.36 m., no pay fixed
14008	Aleton and Spartanburgh	Columbia and Greenville R. R.	68.50	6	2,928.87		2,928.87	42.75		
14009	Hodges and Abbeville	do	11.52	6	505.30		505.30	42.75		
14010	Port Royal, S. C., and Augusta, Ga.	Port Royal and Augusta R. R.	110.77	7	5,777.76		5,777.76	52.16		
14011	Spartanburgh, S. C., and Hendersonville, N. C.	Asheville & Spartanburgh R. R.	51.25	6	2,190.93		2,190.93	42.75		
14012	Newberry and Laurens	Laurens Rwy.	31.93	6	1,365.00		1,365.00	42.75		
14013	Chester and Lancaster	Chester and Chester R. R.	30.20	6	1,291.04		1,291.04	42.75		
14014	Cheraw, S. C., and Wadesborough, N. C.	Cheraw and Salisbury R. R.	26.02	6	1,112.35		1,112.35	42.75		
14015	Lane's and Sumter	Central Railroad Company of South Carolina.	40	6	1,710.00		1,710.00	42.75		
14016	Belton and Walhalla	Columbia and Greenville R. R.	43.53	6	1,890.90		1,890.90	42.75		
14017	Branchville and Augusta	South Carolina R. R.	75.45	21	6,644.88		6,644.88	88.07		
14018	Kingville and Camden	do	39.03	9.5	2,135.72		2,135.72	54.73		
14019	Blackville and Barnwell	Barnwell R. R.	9.42	6	402.70		402.70	42.75		
14020	Lane's and Georgetown	Georgetown and Lane's R. R.	39.20	7	1,675.80		1,675.80	42.75		
			1,382.41		112,369.06	21,375.00	133,744.06			
GEORGIA.										
15001	Atlanta and Air-Line Junction (n. o.)	Richmond and Danville R. R.	269.33	14	49,510.93	21,546.40	71,057.33	183.83	90.00	
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R.	138.47	14	23,411.58	12,462.30	35,903.88	169.20	90.00	
15003	Atlanta and West Point	Atlanta and West Point R. R.	86.60	14	14,883.07	4,330.00	19,213.07	171.86	90.00	
15004	Augusta and Atlanta	Georgia R. R. and Banking Co.	172.59	14	24,790.82	4,314.75	29,105.57	143.64	25.00	
15005	Millen and Augusta	Central R. R. and Banking Co.	53.57	14	3,527.04		3,527.04	65.84		
15006	Washington and Barnett	Georgia R. R. and Banking Co.	13.56	6	788.44		788.44	42.75		
15007	Union Point and Athens	do	40.85	7	2,030.71		2,030.71	49.59		
15008	Kingston and Rome	Rome R. R.	20.32	9.5	888.68		888.68	42.75		

19000	Savannah and Jacksonville	172.75	14	29,098 01	11,228 76	40,826 76	163 44	65 00
15010	Savannah and Macon	193.44	14	6,554 42	.....	14,554 42	75 24	.....
15011	Macon and Columbus	100.47	6	14,856 73	.....	6,856 73	63 27	.....
15012	Macon and Atlanta	103.80	14	14,190 84	.....	14,190 84	136 80	.....
15013	Rome and Brunswick	351.32	7	23,980 61	.....	20,980 61	85 50	190.58 miles at \$35.50 per mile; 142.63 miles at \$70.97 per mile; 18.31 miles lap at \$30.78 per mile.
15014	Gordon and Eatonton	33.57	6	1,648 86	.....	1,648 86	42 75	.....
15015	Vacant	.....	.....	.....	.....	.....	.....	.....
15016	Macon, Ga., and Euflavia, Ala.	143.99	7	12,434 96	.....	12,434 96	86 36	.....
15017	Fort Valley and Perry	13.32	9	569 43	.....	569 43	42 75	.....
15018	Waycross and Albany	162.54	7	11,790 65	.....	11,790 65	135 95	123.24 miles at \$35.58 per mile.
15019	Barnesville and Thomaston	16.43	6	702 38	.....	702 38	42 75	.....
15020	Cartersville and Cedartown	34.55	6	1,562 51	.....	1,562 51	42 75	.....
15021	Camak and Macon	78.50	6	5,375 55	.....	5,375 55	68 40	.....
15022	Griffin and Carrollton	60.12	6	2,570 13	.....	2,570 13	42 75	.....
15023	Brunswick and Albany	172.39	6	6,693 56	.....	6,693 56	38 48	.....
15024	Columbus and Hood (n. o.)	32.70	6	1,397 92	.....	1,397 92	42 75	.....
15025	Athens and Belton	40.53	7	1,896 81	.....	1,896 81	45 82	.....
15026	Toccoa and Elberton	50.42	6	2,155 45	.....	2,155 45	42 75	.....
15027	Sandersville and Tonnille	3.50	6	149 62	.....	149 62	42 75	.....
15028	Wadley and Louisville	10.62	12	454 00	.....	454 00	42 75	.....
15029	Hartwell and Bowersville	10	6	427 50	.....	427 50	42 75	.....
15030	Marietta and Ellijay	67.83	6	2,012 23	.....	2,012 23	42 75	20.76 m., no pay fixed.
15031	Thomsville and Bainbridge	37	7	1,581 75	.....	1,581 75	42 75	.....
15032	Swansea and Lawrenceville	9.90	6	423 22	.....	423 22	42 75	.....
15033	Talbotton and Rock (n. o.)	7.20	14	307 80	.....	307 80	42 75	.....
15034	Gainesville and Social Circle	52.27	6	.....	.....	.....	.....	No pay fixed.
15035	Roswell Junction (n. o.) and Roswell	11	6	470 25	.....	470 25	42 75	.....
15036	Dupont, Ga., and Newmansville, Fla.	104.10	6	6,641 15	.....	6,641 15	135 95	55.25 m., no pay fixed.
15037	Augusta, Ga., and Greenwood, S. C.	65.80	6	2,919 82	.....	2,919 82	42 75	.....
15038	Cochran and Hawkinsville	10.59	6	453 72	.....	453 72	42 75	.....
15039	Smithville and Albany	24.07	7	1,461 28	.....	1,461 28	60 71	.....
15040	Albany and Blakely	50.06	6	2,140 06	.....	2,140 06	42 75	.....
15041	Cuthbert and Fort Gaines	23.20	6	991 80	.....	991 80	42 75	.....
15042	Atlanta, Ga., and Colquhoun, Ala.	176.76	6	10,276 80	.....	10,276 80	59 14	12 miles lap services at \$15 per mile.
15043	Benton and Tallulah	33.25	6	1,088 43	.....	1,088 43	42 75	.....

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
<b>GEORGIA—Continued.</b>										
15044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	81.65	6	8,596 85	53,882 20	845,394 72	55 41	.....	No pay fixed.
15045	Emory and Jefferson.....	Gainesville, Jefferson and Southern R. R.	13.51	6	9,595 35	.....	.....	61 56	.....	Do.
<b>FLORIDA.</b>										
15001	Fernandina and Cedar Keys.....	Florida Transit R. R.	155.15	6	8,596 85	.....	.....	55 41	.....	.....
15002	Lake City and Chattahoochee.....	Florida Central and Western R. R.	155.87	7	9,595 35	.....	.....	61 56	.....	.....
15003	Pensacola and Whiting Junction (n. o.).....	Louisville and Nashville R. R.	45.29	7	1,920 74	.....	.....	42 41	.....	.....
15004	Toccoa and Saint Augustine.....	Saint John's Rwy.	15.69	6	778 06	.....	.....	49 59	.....	.....
15005	Pensacola and Milledgeville.....	Pensacola and Paduilla R. R.	8.33	6	356 10	.....	.....	43 75	.....	.....
15006	Jacksonville and Lake City.....	Florida Central and Western R. R.	60.32	9.25	6,271 47	.....	.....	103 97	.....	.....
15007	Sanford and Tampa.....	South Florida R. R.	116.39	6	2,245 43	.....	.....	55 58	.....	75.90 m., no pay fixed.
15008	Volusia and Leesburgh.....	Saint John's and Lake Eustis Rwy.	48.75	6	2,128 81	.....	.....	42 75	.....	.....
15009	Hart's Road and Jacksonville.....	Fernandina and Jacksonville R. R.	23.27	13	1,551 87	.....	.....	66 69	.....	.....
15010	Sanford and Lake Jessup.....	Sanford and Indian River R. R.	10.43	6	445 88	.....	.....	42 75	.....	.....
15011	Waldo and Wildwood.....	Florida Transit R. R.	72.40	6	5,082 97	.....	.....	70 11	.....	.....
15012	Palatka and Woodville.....	Florida Southern Rwy.	48.49	7.1	2,115 60	.....	.....	42 75	.....	.....
15013	Tallahassee and Saint Mark's.....	Florida Central and Western R. R.	21.89	8	654 94	.....	.....	29 92	.....	.....
15014	Gruelle and Leesburgh.....	Florida Southern Rwy.	72.88	6	1,308 57	.....	.....	42 75	.....	43.27 m., no pay fixed.
15015	Pensacola and River Junction (n. o.).....	Pensacola and Atlantic R. R.	163	6	11,494 96	.....	.....	70 48	.....	.....
15016	Jacksonville and Saint Augustine.....	Jacksonville, Saint Augustine and Halifax River Rwy.	86.80	14	2,234 12	.....	.....	60 71	.....	.....
15017	Micanopy Junction (n. o.) and Micanopy.....	Florida Southern Rwy.	4.11	6	.....	.....	.....	.....	.....	No pay fixed.

10018	Jacksonville and Palatka.....	6	56.21	Jacksonville, Tampa and Key West Rwy.		6	56,769 81		4,310 50	56,769 81		165 87	50 00	No pay fixed.
17001	Alabama.													
17002	Montgomery and West Point.....	14	86.21	Western R. R. Co. of Alabama		14	14,299 66	4,310 50	18,610 16	165 87	50 00			
17003	Montgomery and Selma.....	7	80.59	Louisville and Nashville R. R.		7	3,287 33		3,287 33	64 98				
17004	Montgomery and Eufrata.....	7	80.73	Montgomery and Eufrata R. R.		7	6,419 64		6,419 64	79 53				
17005	Montgomery and Decatur.....	14	183.31	Smith and North Alabama R. R.		14	11,786 83		11,786 83	64 30				
17006	Memphis and Chattanooga, Tenn.....	7.88	309.86	Memphis and Charleston R. R.		7.88	28,196 87		28,196 87	100 04				38 miles lay at \$1,000 per annum.
17007	Selma and Alabama and Great South- ern Junction (n. o.).....	6	71.75	Cincinnati, Selma and Mobile R. R.		6	3,374 40		3,374 40	47 03				
17008	Opelika and Columbus.....	7	29.62	Columbus and Western Rwy.		7	2,228 60		2,228 60	75 24				
17009	Columbus and Troy.....	6	85.69	Mobile and Girard R. R.		6	4,102 83		4,102 83	47 88				
17010	Selma and Meridian.....	7	114.15	East Tennessee, Virginia and Georgia R. R.		7	6,441 48		6,441 48	56 43				
17011	Selma, Ala., and Cleveland, Tenn.....	7	264.55	do.		7	19,040 26		19,040 26	61 56				\$61.56 per mile for 156 miles land-grant; \$75.96 per mile for 80.38 miles; \$115.43 per mile for 28.17 miles.
17012	Gainesville and Narketta.....	6	22.05	Tram Road Transportation Co.		6	943 06		943 06	42 75				\$127.91 per m. for 112.67 m. land grant.
17013	Mobile and Montgomery.....	14	179.87	Louisville and Nashville R. R.		14	25,124 24	8,983 50	34,107 74	159 89	50 00			
17014	Mobile, Ala., and New Orleans, La.....	14	141.70	do.		14	21,444 87	7,085 00	28,529 87	131 34	50 00			
17015	Opelika and Buffalo.....	6	22.59	East Alabama and Cincinnati R. R.		6	965 72		965 72	42 75				
17016	Chattanooga, Tenn., and Meridian, Miss.....	7	295.54	Alabama and Great Southern R. R.		7	18,168 10		18,168 10	75 24				\$40.20 per m. for 270.50 m. land grant.
17017	Opelika and Goodwater.....	6	60.34	Columbus and Western Rwy.		6	2,940 97		2,940 97	48 74				
17018	Selma and Pine Apple Station (n. o.).....	4	49.06	Louisville and Nashville R. R.		4	1,677 85		1,677 85	34 20				
17019	Boyle's Settlement and Mobile.....	12	7.11	Bolton Coal and R. R. Co.		12	182 37		182 37	25 65				
17020	Chesley (n. o.) and Tuskegee.....	13	6.13	Tuskegee R. R.		13	256 50		256 50	42 75				
17021	Atlanta and Gadsden.....	14	6.13	East Alabama and Cincinnati R. R.		14	262 05		262 05	42 75				
17022	Eufrata and Clayton.....	6	21.51	Eufrata and Clayton R. R.		6	919 55		919 55	43 75				
17023	Selma and Meritt's Station.....	3	20.55	New Orleans and Selma R. R.		3	615 06		615 06	39 83				
17024	Birmingham and Pratt Mines.....	6	6.09	First Coal and Coke Co.		6	260 34		260 34	42 75				
17025	Elmore and Wetumpka.....	14	6.81	South and North Alabama R. R.		14	291 12		291 12	42 75				
17026	Tusculum and Florence.....	7	6.31	Memphis and Charleston R. R.		7	269 75		269 75	42 75				
17027	Flomston and Repton.....	3	29.76	Louisville and Nashville R. R.		3	534 48		534 48	17 96				
17028	Montgomery and Ada.....	6	21.01	Montgomery Southern Rwy.		6	898 17		898 17	42 75				
17029	East and West Junction (n. o.) and Broken Arrow.....	6	41.75	East and West R. R. of Ala- bama.		6								No pay fixed.
			2,220.45				174,932 10	20,379 00	196,311 10					

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	MISSISSIPPI.									
18001	New Orleans, La., and Cairo, Ill. ....	Chicago, Saint Louis and New Orleans R. R.	550.47	14	92,840 76	13,761 75	106,602 51	163 31	25 00	\$171.86 per mile for 344.27 miles.
18002	Memphis, Tenn., and Grenada, Miss.	Mississippi and Tennessee R. R.	102.34	6	6,825 05		6,825 05	66 69		
18003	Vicksburgh and Meridian .....	Vicksburgh and Meridian R. R.	140.54	7	9,245 99		9,245 99	76 10		\$60.88 per mile for 95.21 miles land grant. (L. g.) 23.20 miles, no pay fixed.
18004	Mobile, Ala., and Cairo, Ill. ....	Mobile and Ohio R. R.	495.89	7	29,424 95		29,424 95	63 25		No pay fixed.
18005	Columbus, Miss., and Fayette C. H., Ala.	Georgia Pacific Rwy.	44.83	6						
18006	Grand Gulf and Port Gibson .....	Grand Gulf and Port Gibson R. R.	7.81	6	333 87		333 87	42 75		
18007	Muldon and Aberdeen .....	Mobile and Ohio R. R.	9.50	14	406 12		406 12	42 75		
18008	Middleton and Ripley .....	Ship Island, Ripley and Kentucky R. R.	25.09	7	1,072 59		1,072 59	42 75		
18009	Durant and Kosciusko .....	Chicago, Saint Louis and New Orleans R. R.	21.70	6	927 67		927 67	42 75		
18010	Natchez and Jackson .....	Natchez, Jackson and Columbus R. R.	98.83	7	6,675 96		6,675 96	67 55		
18011	Greenville and Arcola .....	Georgia Pacific Rwy.	22.38	6	956 74		956 74	42 75		
18012	Vacant.									
18013	Stoneville and Johnsonville .....	Georgia Pacific Rwy.	20.43	3	611 46		611 46	29 98		
18014	Artesia and Columbus .....	Mobile and Ohio R. R.	14.11	14	711 84		711 84	50 45		
18015	Artesia and Starkville .....	do	11.60	7	495 90		495 90	42 75		
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.24	6	2,780 02		2,780 02	42 75		
18017	Durant and Lexington .....	Illinois Central R. R.	18.16	6	562 59		562 59	42 75		131.21 m. no pay fixed.
			1,774.92		153,871 51	13,761 75	167,633 26			
	TENNESSEE.									
18001	Nashville and Lebanon .....	Nashville, Chattanooga and Saint Louis Rwy.	31.12	9	1,516 78		1,516 78	48 74		
18002	Bristol and Chattanooga .....	East Tennessee, Virginia and Georgia R. R.	242.10	13	39,587 35	12,105 00	51,692 35	163 31	50 00	

			16.40 161	6 16.18	701 10 26,046 87	1,887 50	701 10 28,983 87	43 75 165 87	12 50	
19003	Rogersville and Bull's Gap.....	Rogersville and Jefferson R. R.								
19004	Nashville and Chattanooga.....	Nashville, Chattanooga and Saint Louis Rwy.								
19005	Fayetteville and Dechord.....	do	40.87	6	1,725 81		1,725 81	43 75		
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	122.23	14	13,806 16		13,806 16	113 86		
19007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and Saint Louis Rwy.	170.56	14	14,562 88		14,562 88	86 50		
19008	Knoxville and Jellico.....	East Tennessee, Virginia and Georgia R. R.	66.27	7	3,791 22		3,791 22	43 75		27.88 m. at \$77.81 per m.
19009	Morristown, Tenn., and Warm Springs, N. C.	do	50.32	6	2,151 18		2,151 18	43 75		
19010	Tracy City and Cowan.....	Tennessee Coal and R. R. Co.	22.31	6	953 75		953 75	43 75		
19011	Vacant.....	Nashville, Chattanooga and Saint Louis Rwy.	24.88	6	838 75		838 75	43 75		5.31 m., no pay fixed.
19012	Inman and Bridgeport.....	do								8.20 m., no pay fixed.
19013	Tulahoma and Doyle's Station.....	Knoxville and Augusta R. R.	56.82	6	1,515 06		1,515 06	43 75		
19014	Knoxville and Maryville.....	Nashville, Chattanooga and Saint Louis Rwy.	18.45	6	788 73		788 73	43 75		
19015	Columbia and Fayetteville.....	do	48.55	6	2,075 50		2,075 50	42 75		
19016	Dickson and Centreville.....	Nashville and Tuscaloosa R. R.	34.50	6	897 75		897 75	43 75		
19017	Columbia and Lawrenceburgh.....	Nashville and Florence R. R.	38.90	12	533 53		533 53	42 75		
19018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R.	33.75	6	1,443 81		1,443 81	43 75		26.82 m., no pay fixed
19019	Moscow and Sonerville.....	Memphis and Charleston R. R.	13.67	6	584 39		584 39	43 75		
19020	Wartrace and Shelbyville.....	Nashville, Chattanooga and Saint Louis Rwy.	8.87	18	357 81		357 81	43 75		
19021	Spring City and Jewett (n. o.).....	Tennessee and Sequatchie Valley R. R.	12	6	513 00		513 00	43 75		
19022	Huntslett and Jenks.....	Walton's Ridge R. R.	18.10	6	773 77		773 77	43 75		No pay fixed.
19023	Iyles and Warner.....	Warner Iron Co.	1.50	6						
			1,221.52		114,133 69	13,992 50	128,126 19			
KENTUCKY.										
20001	Vacant.....	Kentucky Central R. R.								
20002	Covington and Lexington.....	do	90.98	12.14	11,233 74		11,233 74	113 86		
20003	La Grange and Lexington.....	Louisville and Nashville R. R.	67.25	13	5,577 71		5,577 71	83 94		
20004	Cincinnati, Ohio, and Louisville, Ky.	do	110	23.59	80,846 40	6,522 00	87,370 40	280 44	60 00	R. P. O. cars on 103.70 miles only.
20005	Louisville, Ky., and Nashville, Tenn.	do	185.23	15.44	46,561 26	11,113 80	57,675 06	261 37	60 00	
20006	Bardstown Junction and Bardstown, Tenn.	do	17.98	6	768 64		768 64	43 75		
20007	Lebanon Junction, Ky., and Jellico, Tenn.	do	172.73	6	7,465 27		7,465 27	66 69		60.79 m., no pay fixed.
20008	Bowling Green, Ky., and Memphis, Tenn.	do	263.20	13.46	49,037 84	7,898 00	56,935 84	186 39	30 00	



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	KENTUCKY—Continued.									
20009	Louisville, Ky., and Memphis, Tenn.	Chesapeake, Ohio and Southwestern, R. R.	392.36	14	29,137 95		29,137 95	95 76		{ \$95.76: per mile for 42.70 miles. \$61.23 per mile for 190.07 miles. \$95.84 per mile for 128.19 miles. \$42.75 per mile for 57.40 miles.
20010	Elizabethtown and Cecilia	do	6.37	7	517 43		517 43	81 23		
20011	Glaesgow Junction and Glasgow	Louisville and Nashville R. R.	10.53	7	518 54		518 54	47 88		
20012	Anchorage and Shelbyville	do	19.19	12	836 87		836 87	43 61		
20013	Willard and Greenup	Eastern Kentucky R. R.	34.76	6	1,485 99		1,485 99	42 75		
20014	Owensborough and Adairville	Owensborough and Nashville R. R.	90.27	6	1,982 77		1,982 77	50 45		
20015	Maysville and Paris	Kentucky Central R. R.	50.73	9	8,253 31		8,253 31	64 13		
20016	Lexington, Ky., and Huntington, W. Va.	Chesapeake and Ohio Rwy.	140.94	14.51	11,089 56		11,089 56	52 94		
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	Louisville and Nashville R. R.	4	14	954 20	240 00	1,194 20	238 55	60 00	50.77 miles, no pay fixed.
20018	Richmond and Livingston	Kentucky Central R. R.	36.63	6						
20019	Johnson's Junction and Hillsborough.	Cincinnati and Southeastern Rwy.	17.08	8.1	730 17		730 17	43 75		No pay fixed.
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	237.50	8.02	45,306 00		45,306 00	134 24		
20021	Harrodsburgh and Harrodsburgh Junction (n. o.).	Southwestern R. R.	5.62	18	240 25		240 25	42 75		
20022	Mount Sterling and Cornwell	Coal Road Construction Co.	19.06	6	841 32		841 32	42 75		
20023	Louisville and Prospect (n. o.).	Louisville and Nashville R. R.	11	6	470 25		470 25	42 75		
20024	Lebanon and Greensburg	do	32	6	1,368 00		1,368 00	42 75		
20025	Henderson, Ky., and Nashville, Tenn.	do	145.92	10.10	10,106 41		10,106 41	69 26		
20026	Shelbyville and Bloomfield	do	25.97	12	1,110 21		1,110 21	42 75		2.70 miles, pay not fixed.
20027	Ashland and Richardson	Chattanooga Rwy.	50.36	6	2,034 83		2,034 83	43 61		0.75 miles, no pay fixed.
20028	King's Mountain Station and Yoesville.	Cincinnati, Green River and Nashville R. R.	11.43	6	456 14		456 14	42 75		

No.	Locality	Central R. R.	84.48	6	1,474 02	1,474 02	42 75	No pay fixed.
20029	Vacant.	Kentucky Central R. R.	84.48	6	1,474 02	1,474 02	42 75	
20030	Richmond.	Louisville and Nashville R. R.	18.51	6	.....	.....	.....	
20031	Madisonville and Providence.	Kentucky Central R. R.	40.84	6	.....	.....	.....	
20032	Paris and Richmond.	Kentucky Central R. R.	2,450.82	.....	206,087 08	28,771 80	291,848 88	
OHIO.								
21001	Bellaire and Columbus.	Central Ohio R. R.	138.03	21	24,055 28	4,241 20	28,296 48	40 00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Company	463.20	33.85	166,923 02	13,592 00	180,514 02	\$102.80 per m. for 23 m. R. P. O. cars on 106.00 m. only.
21003	Pittsburgh, Pa., and Bellaire, Ohio.	do	94.03	18	10,583 53	1,205 00	11,788 53	35 00
21004	Hudson and Columbus.	Cleveland, Mount Vernon and Delaware R. R.	146.03	12	11,533 91	.....	11,533 91	25 00
21005	Cleveland, Ohio, and Sharpsville, Pa.	New York, Pennsylvania and Ohio R. R.	84.50	21	9,031 36	.....	9,031 36	78 06
21006	Cleveland and Wellsville.	Pennsylvania Company	101.90	24	15,233 91	1,273 75	16,507 66	108 88
21007	Elyria and Millbury.	Lake Shore and Michigan Southern Rwy.	74.86	16.50	36,739 04	10,577 90	47,316 94	150 43
21008	Bayard and New Philadelphia.	Pennsylvania Company	32.39	6	1,855 62	.....	1,855 62	145 31
21009	Cleveland and Sherrodsville.	Conotton Valley R. R.	108.14	12	4,807 90	.....	4,807 90	57 29
21010	Sandusky and Newark.	Baltimore and Ohio R. R.	116.88	14.55	20,256 52	3,555 20	23,811 72	4,807 90
21011	Xenia and Dayton.	Pittsburgh, Cincinnati and Saint Louis Rwy.	16.89	18	1,198 68	.....	1,198 68	201 78
21012	Springfield and Sandusky.	Indiana, Bloomington and Western Rwy.	131.35	18	9,771 12	.....	9,771 12	70 97
21013	Columbus and Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.70	13	2,922 60	.....	2,922 60	74 39
21014	Columbus and Cincinnati.	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.16	29.45	35,835 74	12,016 00	47,851 74	113 72
21015	Columbus, Ohio, and Indianapolis, Ind.	do	188.07	18.9	88,566 85	33,087 25	121,654 10	298 40
21016	Gallion, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	203.96	23	35,574 70	5,099 00	40,673 70	468 54
21017	Blanchester and Hillsborough.	Cincinnati, Washington and Baltimore R. R.	21	12	1,185 03	.....	1,185 03	174 42
21018	Portsmouth and Hamden Junction.	do	56	12	4,070 08	.....	4,070 08	56 43
21019	Toledo, Ohio, and Quincy, Ill.	Wabash, Saint Louis and Pacific Rwy.	474.54	15.65	90,883 90	23,877 00	114,761 50	72 08
21020	Sandusky, Ohio, and Bloomington, Ill.	Lake Erie and Western Rwy.	381.89	6	23,509 15	.....	23,509 15	114 52
21021	Carey and Findlay.	Indiana, Bloomington and Western Rwy.	16	12	684 00	.....	684 00	61 56
21022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R.	47.43	12	2,232 98	.....	2,232 98	49 75

C.—Railroad service as in operation on the 30th of June, 1894—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
21023	OHIO—Continued.									
Dayton and Toledo .....	Cincinnati, Hamilton and Dayton R. R.	142.95	20.04	18,700.71	1,786.87	20,487.58	130.83	13.50		
21024	Hamilton, Ohio, and Indianapolis, Ind.	100.68	12	6,714.34	.....	6,714.34	66.69	.....	.....	
21025	Hamilton, Ohio, and Richmond, Ind.	46.04	19	8,818.55	.....	8,818.55	82.94	.....	.....	
21026	Cincinnati and Dayton .....	60.41	23.45	7,945.72	755.13	8,700.84	131.53	12.50	.....	
21027	Xenia and Springfield .....	20.05	12	857.13	.....	857.13	42.75	.....	.....	
21028	Cincinnati, Ohio, and Parkersburgh, W. Va.	195.15	18.87	48,387.44	15,612.00	63,999.44	247.95	80.00	.....	
21029	Morrow and Dresden .....	148.73	18	10,555.36	.....	10,555.36	70.97	.....	.....	
21030	Dayton, Ohio, and Richmond, Ind.	42.16	12	2,271.15	.....	2,271.15	53.87	.....	.....	
21031	Harrison, Ohio, and Hagerstown, Ind.	63.16	6	3,888.12	.....	3,888.12	61.56	.....	.....	
21032	Columbus, Ohio, and Pittsburgh, Pa.	193.86	21.49	123,649.78	59,311.50	175,961.28	637.83	275.00	.....	
21033	Columbus, Ohio, and Indianapolis, Ind.	185.06	18	12,572.71	.....	12,572.71	78.66	.....	.....	\$64.13 per mile for 139.80 miles.
21034	Salamancea, N. Y., and Dayton, Ohio.	389.31	20.43	36,283.69	.....	36,283.69	93.20	.....	.....	
21035	Youngstown, Ohio, and Mohoningtown, Pa.	18.82	12	997.64	.....	997.64	13.01	.....	.....	
21036	Columbus and Athens .....	77.47	12	5,563.89	.....	5,563.89	71.82	.....	.....	
21037	Niles and New Lisbon .....	34.08	9	1,573.47	.....	1,573.47	46.17	.....	.....	
21038	Newark and Shawnee .....	43.69	12	2,054.74	.....	2,054.74	47.08	.....	.....	
21039	Vacant	96.23	6	4,870.72	.....	4,870.72	49.59	.....	.....	
21040	Marietta and Canal Dover .....	158.43	13	10,294.78	.....	10,294.78	64.98	.....	.....	
21041	Lorain and Bridgeport .....	244.34	25	54,784.60	.....	54,784.60	224.01	50.00	.....	R. P. O. cars on 80 miles at \$75 per mile.
21042	Cleveland and Cincinnati .....	87.98	12	5,416.04	.....	5,416.04	61.56	.....	.....	
21043	Mansfield and Toledo .....	87.98	12	5,416.04	.....	5,416.04	61.56	.....	.....	

21044	Harbor and Youngstown .....	do	63.95	12	2,733.96	2,733.96	42.75	
21045	Toledo, Ohio, and Elkhart, Ind .....	Lake Shore and Michigan Southern Rwy.	194.35	13	62,250.13	57,785.63	43.41	190.00
21046	Painesville and Youngstown .....	Painesville and Youngstown Rwy.	61.60	6	2,637.24	2,637.24	42.75	
21047	Chicago, Ohio and Chicago, Ill .....	Baltimore and Ohio R. R.	271.03	12.50	48,063.43	59,504.63	179.55	40.00
21048	Lore City and Cumberland .....	Cincinnati, Wheeling and New York R. R.	18.77	12	615.59	615.59	42.75	
21049	Marietta, Ohio, and Parkersburg, W. Va. ....	Cincinnati, Washington and Baltimore R. R.	15.08	20	1,057.25	1,057.25	70.11	
21050	Deahler and McComb .....	McComb, Deahler and Toledo R. R.	10.28	11.10	439.47	439.47	42.75	
21051	Columbus and Coal Grove .....	Schoo Valley R. R.	132.00	19	14,671.80	14,671.80	111.15	
21052	Cincinnati and Portsmouth .....	Cincinnati and Eastern Rwy.	107.19	10.65	4,495.57	4,495.57	68.69	39.78 m. no pay fixed.
21053	Columbus and Toledo .....	Columbus, Hocking Valley and Toledo Rwy.	125.38	12	8,147.19	8,147.19	64.98	
21054	Dayton and Ironton .....	Toledo, Cincinnati and Saint Louis R. R.	167.91	10.08	5,618.23	5,618.23	47.88	50.57 m. no pay fixed.
21055	Toledo and Thurston .....	Ohio Central R. R.	146.85	6	6,780.06	6,780.06	46.17	
21056	Saint Clairsville and Shields .....	Saint Clairsville Rwy.	7.39	18	315.92	315.92	43.75	
21057	Jeffersonville and Clayville Junction (n. o.) .....	Cincinnati, Columbus and Hocking Valley Rwy.	28.00	6	1,196.99	1,196.99	42.75	
21058	Wellston and Springfield .....	Ohio Southern R. R.	118.89	6	5,285.84	5,285.84	44.46	
21059	Cincinnati, Hamilton and Dayton Junction (n. o.) and Mount Healthy .....	Cincinnati Northwestern Rwy.	7.08	12	302.67	302.67	42.75	
21060	Columbus and Hamersville .....	Cincinnati and Portsmouth R. R.	35.00	9	2,034.90	2,034.90	58.14	
21061	Toledo and Dodd'a .....	Toledo, Cincinnati and Saint Louis R. R.	192.55	7.38	9,548.55	9,548.55	49.59	Revised under Nos. 21039 and 21064.
21062	Andover and Youngstown .....	Lake Shore and Michigan Southern Rwy.	38.89	12	2,826.52	2,826.52	72.68	
21063	Bellaire and Zanesville .....	Bellaire, Zanesville and Cincinnati Rwy.	112.57	6	1,838.25	1,838.25	42.75	69.57 miles no pay fixed.
21064	See note on Route 21061.							
21065	Delphos, Ohio, and Kokomo, Ind .....	Toledo, Cincinnati and Saint Louis R. R.	108.32	6	4,630.67	4,630.67	42.75	
21066	Hillaborough and Sardinia .....	Columbus and Maysville Rwy.	19.59	6	837.47	837.47	42.75	
21067	Alliance and Phalanx Station (n. o.) .....	Cleveland, Youngstown and Pittsburgh Rwy.	25.17	12	1,076.01	1,076.01	42.75	
21068	Columbus and Columbus, Hocking Valley and Toledo Junction (n. o.) .....	Ohio Central R. R.	122.62	8.61	3,601.67	3,601.67	54.72	56.80 miles no pay fixed.
21069	Thurston and Buckeye Cottage .....	Columbus and Eastern R. R.	32.49	6				No pay fixed.
21070	Tontogany and Bowling Green .....	Bowling Green R. R.	6.37	9	272.31	272.31	42.75	
21071	Valley Junction and Harrison .....	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	7.40	12	518.81	518.81	70.11	
21072	Edison and Mount Gilead .....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	2.35	12	100.46	100.46	42.75	
21073	Cleveland and Zoar Station .....	Valley Rwy.	76.12	10.86	4,338.08	4,338.08	58.14	1.54 miles no pay fixed.
21074	Logan and Pomeroy .....	Columbus, Hocking Valley and Toledo Rwy.	83.78	6	6,060.12	6,060.12	72.68	
21075	Paulding and Greenville .....	Cincinnati, Van Wert and Michigan R. R.	75.03	6	1,345.76	1,345.76	42.75	43.55 no pay fixed.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care. Dollars.	Remarks.
OHIO—Continued.										
21076	Vacant									
21077	Nelsonville and New Straitsville	Toledo, Cincinnati and Saint Louis R. R.	19.93	6	852 00	.....	852 00	42 75	.....	
21078	Cincinnati and Dodd's	do do	34.20	15.5	2,073 88	.....	2,073 88	57 29	.....	
21079	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	5.86	6	255 55	.....	255 55	43 61	.....	
21080	Toledo and Zoar Station	Wheeling and Lake Erie R. R.	155.08	6	8,088 97	.....	8,088 97	52 16	.....	
21081	Dolphos and Carey	Chagrin Falls and Saint Louis R. R.	57.15	6	1,243 59	.....	1,243 59	42 75	.....	28.06 miles no pay fixed.
21082	Saint Mary's and Minster	Lake Erie and Western Rwy.	10.87	6	464 69	.....	464 69	42 75	.....	
21083	Means and Cecil	Pittsburgh, Cincinnati and Saint Louis Rwy.	8.20	15	399 66	.....	399 66	48 74	.....	
21084	Logan and New Straitsville	Columbus, Hooking Valley and Toledo Rwy.	13.32	12	569 43	.....	569 43	42 75	.....	
21085	New Richmond Junction (n. o.) and New Richmond	Cincinnati and Eastern Rwy.	14.66	6	626 71	.....	626 71	42 75	.....	
21086	Alliance Junction (n. o.) and Niles	Alliance, Niles and Ashabula R. R.	25.09	6	1,072 59	.....	1,072 59	42 75	.....	
21087	Huron and Norwalk	Wheeling and Lake Erie R. R.	13.67	12	594 39	.....	594 39	42 75	.....	
21088	Cecil and Paulding	Paulding and Cecil Rwy.	6.44	6	275 31	.....	275 31	42 75	.....	
21089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and Saint Louis Rwy.	338.56	6	.....	.....	.....	.....	.....	No pay fixed.
21090	Marion, Ohio, and Chicago Junction (n. o.)	Chicago and Atlantic R. R.	249.95	6	.....	.....	.....	.....	.....	Do.
21091	Toledo and Findlay	Toledo and Indianapolis Rwy.	44.72	6	.....	.....	.....	.....	.....	Do.
21092	Canton and Coshocton	Conotton Valley Rwy.	54.73	6	.....	.....	.....	.....	.....	Do.
21093	New Galilee, Pa., and East Carmel, Ohio.	New York, Pittsburgh and Chicago Rwy.	15.35	6	.....	.....	.....	.....	.....	Do.
INDIANA.										
22001	Indianapolis and Vincennes	Pennsylvania Company	118	8.67	7,465 86	.....	7,465 86	63 27	.....	
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	23	35,045 87	13,018 25	48,064 12	444 60	175 00	
					1,179,640 09	230,875 09	1,410,515 18			



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
22030	INDIANA.—Continued.									
22031	Terre Haute and Worthington.....	Terre Haute and Southeastern R. R.	40.63	6	1,771 87	.....	1,771 87	43 61	.....	
22032	Attica and Yeddo .....	Chicago and Great Southern Rwy.	21.32	6	911 42	.....	911 42	42 75	.....	
22033	Evansville and Jasper.....	Louisville, Evansville and Saint Louis Rwy.	55.63	12	2,758 69	.....	2,758 69	49 59	.....	
22034	Frankfort and Kokomo.....	Toledo, Cincinnati and Saint Louis R. R.	27.85	6	1,190 58	.....	1,190 58	42 75	.....	
22035	Rockport and Rockport Junction (n. o.) .....	Louisville, Evansville and Saint Louis Rwy.	16.20	6	692 55	.....	692 55	42 75	.....	
22036	New Salisbury and Corydon .....	Louisville, New Albany and Corydon Rwy.	8.89	6	.....	.....	.....	.....	.....	No pay fixed.
22037	Switz City and Bedford .....	Bedford, Springfield, Owensburgh and Bloomfield Rwy.	41.29	6	1,765 14	.....	1,765 14	42 75	.....	
22038	Anderson and Noblesville .....	Anderson, Lebanon and Saint Louis R. R.	19.04	6	813 96	.....	813 96	42 75	.....	
22039	Indianapolis, Ind., and Chicago, Ill. ....	Louisville, New Albany and Chicago Rwy.	184.08	10.9	7,569 02	.....	7,569 02	76 10	.....	\$32.35 per mile for 20.70 miles in service; 72.99 miles no pay fixed.
22040	McGary and Mt. Vernon.....	Evansville and Terre Haute R. R.	38.40	8.11	1,684 34	.....	1,684 34	42 75	.....	
22041	Covington and Snoddy's Mills.....	Chicago and Eastern Illinois R. R.	9.37	6	400 56	.....	400 56	42 75	.....	
22042	Stewartville and New Harmony .....	Peoria, Decatur and Evansville Rwy.	6.78	6	289 84	.....	289 84	42 75	.....	
22043	New Castle and Rushville .....	Port Wayne, Cincinnati and Louisville R. R.	24.84	6	1,061 91	.....	1,061 91	42 75	.....	
22044	Terre Haute, Ind., and East Saint Louis, Ill. ....	Indianapolis and Saint Louis Rwy.	188.99	6	15,594 37	.....	4,749 75	82 08	25 00	
22045	Terre Haute, Ind., and East Saint Louis, Ill. ....	Terre Haute and Indianapolis R. R.	166.69	17.6	74,110 37	.....	29,170 75	444 60	175 00	
22046	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	2.46	26	128 31	.....	128 31	52 16	.....	
22047	Frankfort, Ind., and East Saint Louis, Ill. ....	Toledo, Cincinnati and Saint Louis R. R.	238.26	6	4,565 69	.....	4,565 69	42 75	.....	131.46 miles no pay fixed.
22048	Attica and Covington .....	Wabash, Saint Louis and Pacific Rwy.	14.91	6	.....	.....	.....	.....	.....	No pay fixed.

[illegible]



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Number of trips per week.	Annual pay for transportation. <i>Dollars.</i>	Annual pay for railway post- office cars. <i>Dollars.</i>	Total annual pay. <i>Dollars.</i>	Cost per mile for transportation. <i>Dollars.</i>	Cost per mile for railway post- office cars. <i>Dollars.</i>	Remarks.
ILLINOIS—Continued.										
22029	Sidney and Havana.....	Wabash, Saint Louis and Pacific Rwy.	112.47	6	6,251.08	.....	6,251.08	53.58	.....	
22030	East Saint Louis and Eldorado.....	Saint Louis, Alton and Terre Haute R. R.	121.65	14.01	15,498.21	.....	15,498.21	127.40	.....	
22031	Pellville and O'Fallon Depot.....	Louisville and Nashville R. R.	7.34	6	313.78	.....	313.78	42.76	.....	
22032	East Saint Louis and Evansville.....	do	162.25	13	14,011.91	.....	14,011.91	86.56	.....	
22033	Beardtstown and Shawneetown.....	Ohio and Mississippi Rwy.	229.08	12	12,926.98	.....	12,926.98	56.43	.....	
22034	Springfield and Gilman.....	Illinois Central R. R.	112.72	9.59	6,360.78	.....	6,360.78	56.43	.....	
22035	Chicago and Milwaukee.....	Chicago, Milwaukee and Saint Paul Rwy.	86.18	22	35,810.37	.....	46,582.87	415.53	125.00	
22036	Aurora and Foreston.....	Chicago and Iowa R. R.	81.57	12	13,390.53	.....	15,429.78	164.16	25.00	
22037	Vincennes and Saint Francisville.....	Wabash, Saint Louis and Pacific Rwy.	10.17	6	478.29	.....	478.29	47.08	.....	
22038	Peoria and Jacksonville.....	do	84.63	12	6,070.23	.....	6,070.22	71.83	.....	
22039	Carbondale and Grand Tower.....	Grand Tower and Carbondale R. R.	25.39	9	1,085.42	.....	1,085.42	42.76	.....	
22040	Peoria and Rock Island.....	Rock Island and Peoria Rwy.	91.60	12	7,284.03	.....	7,284.03	79.52	.....	
22041	Quincy and Hannibal.....	Chicago, Burlington and Quincy R. R.	19.79	18	1,573.70	.....	1,573.70	79.52	.....	
22042	Chicago and Danville.....	Chicago and Eastern Illinois R. R.	124.06	16	14,213.55	.....	14,213.55	114.57	.....	
22043	Streator and Fairbury.....	Wabash, Saint Louis and Pacific Rwy.	31.96	6	1,504.01	.....	1,504.01	47.03	.....	
22044	Danville and Sidel.....	Chicago and Eastern Illinois R. R.	23.76	6	1,015.74	.....	1,015.74	42.75	.....	
22045	Carbondale and Marion.....	Saint Louis Coal R. R.	18.75	9	801.56	.....	801.56	42.75	.....	
22046	Jacksonville and Centralia.....	Jacksonville Southeastern Rwy.	112.03	6.85	5,652.92	.....	5,652.92	50.45	.....	
22047	Chester and Tamaroa.....	Saint Louis Coal R. R.	41.76	10.53	2,927.79	.....	2,927.79	70.11	.....	
22048	Terre Haute and Peoria.....	Illinois Midland Rwy.	177.96	6	7,912.10	.....	7,912.10	44.46	.....	
22049	Springfield and Havana.....	Wabash, Saint Louis and Pacific Rwy.	48.10	7.39	2,385.27	.....	2,385.27	49.59	.....	
22050	Danville and Cairo.....	do	259.85	6	16,219.83	.....	16,219.83	62.42	.....	
22051	Joliet and Pekin.....	Chicago, Saint Louis and Western R. R.	115.79	6	5,940.02	.....	5,940.02	51.30	.....	

22052	Courtland and Sycamore.....	Chicago and Northwestern Rwy.	5.24	21	250 89	250 89	47 88
22053	East Saint Louis and Cairo.....	Saint Louis and Cairo R. R.	183.60	8.14	10,900 99	10,900 99	70 97
22054	Chicago and Lankark Junction (n. o.).	Chicago, Milwaukee and Saint Louis Rwy.	116.50	19	22,511 29	22,511 29	193 23
22055	Decatur and Indianapolis.....	Indiana, Bloomington and Chicago Rwy.	183.89	10.57	10,262 92	10,262 92	66 69
22056	Genoa and Aurora.....	Chicago and Northwestern Rwy.	10.62	12	166 29	166 29	42 75
22057	Rehoboth and Rockford.....	Chicago and Iowa R. R.	37.76	6	1,184 74	1,184 74	42 75
22058	West Lebanon and Leroy.....	Washington, Saint Louis and Pacific Rwy.	76.67	6	3,277 64	3,277 64	42 75
22059	Rock Island and Cable.....	Rock Island and Mercer County R. R.	27.28	6	1,166 22	1,166 22	42 75
22060	Greenfield and Kampsville.....	Litchfield, Carrollton and Western R. R.	22.90	6	.....	.....	.....
22061	Vacant.....	Illinois Central R. R.	87.13	6	3,724 80	3,724 80	42 75
22062	Kankakee and Bloomington.....	Wabash, Saint Louis and Pacific Rwy.	8.75	6	441 43	441 43	50 45
22063	Shunway and Effingham.....	Illinois Central R. R.	43.04	6	1,839 96	1,839 96	42 75
22064	Kempton and Kankakee Junction (n. o.).....	Wabash, Saint Louis and Pacific Rwy.	215.99	6	16,806 18	16,806 18	77 81
22065	Vacant.....	Fulton County Narrow Gauge Rwy.	60.81	6.87	2,911 58	2,911 58	47 88
22066	Chicago and Altamont.....	Central Iowa Rwy.	92.05	6	2,391 12	2,391 12	47 88
22067	Havana and Galesburgh.....	Kankakee and Seneca R. R.	43.51	15.56	1,860 05	1,860 05	42 75
22068	Pooris and Keithburgh.....	Chicago, Burlington and Quincy R. R.	75.17	12.13	4,627 46	4,627 46	61 56
22069	Kankakee and Seneca.....	do	12.56	9	536 94	536 94	42 75
22070	Galva and Gladstone.....	do	45.37	9	2,249 89	2,249 89	49 50
22071	Aurora and Turner.....	Chicago and Alton R. R.	10.60	13	453 15	453 15	42 75
22072	Elmwood and Buda.....	Wabash, St. Louis and Pacific Rwy.	6.86	19	346 08	346 08	50 45
22073	Vacant.....	do	20.53	12	877 65	877 65	42 75
22074	Marysville and Pittsfield.....	do	30.63	6	1,361 80	1,361 80	44 46
22075	La Harpe and Burlington.....	Louisville and Nashville R. R.	41.22	6	1,762 15	1,762 15	42 75
22076	White Heath and Decatur.....	Chicago, Burlington and Quincy R. R.	31.46	6	1,453 50	1,453 50	46 17
22077	McLeansborough and Shawneetown.....	Chicago and Eastern Illinois R. R.	12.89	6	551 04	551 04	42 75
22078	Fall Creek and Louisiana.....	Wabash, St. Louis and Pacific Rwy.	43.08	12	3,020 33	3,020 33	70 11
22079	Wellington and Ciasna Park.....	Indiana, Illinois and Iowa R. R.	110.50	6	6,708 45	6,708 45	60 71
22080	Clayton and Keokuk.....	Wabash, St. Louis and Pacific Rwy.	71.93	6	3,506 86	3,506 86	48 74
22081	Streator, Ill., and North Judean, Ind.....	.....	.....	.....	.....	.....	.....
22082	Bates and Grafton.....	.....	.....	.....	.....	.....	.....
22083	.....	.....	.....	.....	.....	.....	.....

Pay not fixed on 6.73 m.

**Pay not fixed.**

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
<b>ILLINOIS—Continued.</b>										
23084	Sterling and Barstow .....	Chicago, Burlington and Quincy R. R.	40.53	6	1,801 96	.....	1,801 96	44 46	.....	
23085	Murphreeborough and Pinckneyville .....	St. Louis Coal R. R.	23.21	6	992 22	.....	992 22	42 75	.....	
23086	Buckingham and Clarke City .....	Illinois Central R. R.	9.59	6	327 97	.....	327 97	34 20	.....	
<b>MICHIGAN.</b>										
24001	Toledo and Detroit .....	Lake Shore and Michigan Southern Rwy.	7,757.67	24.17	937,059 09	180,573 63	1,087,632 72	161 60	.....	
24002	Monroe and Adrian .....	do	65.56	14.15	10,597 72	.....	10,597 72	79 52	.....	
24003	Adrian and Jackson .....	do	34.90	12	2,775 25	.....	2,775 25	96 36	.....	
24004	White Pigeon and Grand Rapids .....	do	47.41	12	4,094 33	.....	4,094 33	113 72	.....	
24005	Jonesville and Lansing .....	do	96.32	10.36	10,953 51	.....	10,953 51	64 98	.....	
24006	Detroit and Chicago .....	Michigan Central R. R.	61.04	10.36	3,966 37	.....	3,966 37	269 33	.....	
24007	Kalamazoo and South Haven .....	do	285.10	33.34	70,785 98	18,531 50	96,317 48	43 61	85 00	
24008	Jackson and Niles .....	do	40.18	12	1,752 24	.....	1,752 24	70 97	.....	
24009	Jackson and Mackinaw City .....	do	104.30	10.85	7,402 17	1,134 70	30,715 52	100 04	10 00	
24010	Jackson and Grand Rapids .....	do	295.69	12.89	29,560 82	.....	12,809 81	129 98	.....	
24011	Spectrum Junction (n. o.) and Grosse Ilele. ....	do	94.72	25	12,369 81	.....	100 89	42 75	.....	
24012	Niles and South Bend .....	do	2.36	15	531 38	.....	531 38	136 80	.....	
24013	Detroit and Bay City .....	do	12.43	16	14,744 30	.....	14,744 30	129 96	.....	
24014	Saginaw and Caro .....	do	107.78	14.35	1,659 10	.....	23,615 55	103 96	.....	171.06 miles land grant.
24015	Monroe and Ludington .....	Flint and Pere Marquette R. R.	83.35	16.91	23,615 55	.....	4,424 48	64 98	.....	
24016	Ionia and Big Rapids .....	Detroit, Lansing and Northern R. R.	68.09	10.44	4,424 48	.....	20,337 50	126 54	.....	
24017	Detroit and Howard City .....	do	160.72	16.23	20,337 50	.....	33,559 54	80 03	.....	335.58 miles land grant.
24018	Fort Wayne and Mackinaw City .....	Grand Rapids and Indiana Rwy.	333.59	14.04	30,248 82	8,310 72	33,559 54	100 04	13 75	
24019	Toledo and Allegan .....	Michigan and Ohio R. R.	35.51	6	.....	.....	3,247 39	53 01	.....	Pay not fixed.
24020	Toledo and South Lyon .....	Toledo, Ann Arbor and Grand Trunk Rwy.	157.64	10.47	3,247 39	.....	20,114 35	96 62	.....	
24021	La Crosse and Pent Water .....	Chicago and West Michigan Rwy.	61.26	13.10	20,114 35	.....	2,975 98	53 01	.....	
24022	Muskegon and Big Rapids .....	do	203.18	9	2,975 98	.....	.....	.....	.....	
			56.14							

24023	Allegan and Holland.....do	24.64	6	1,243 08	.....	50 45	
24024	Ypsilanti and Bankers.....Lake Shore and Michigan Southern Rwy.	65.52	6	3,249 14	.....	40 59	
24025	Saginaw Junction (n. o.) and East Saginaw.....Rwy.	78.85	12	3,843 15	.....	48 74	Pay not fixed on 26.85 miles.
24026	Grand Rapids and Baldwin.....Chicago and West Michigan Rwy.	73.86	10.59	2,740 13	.....	58 14	
24027	Detroit and Grand Haven.....Detroit, Grand Haven and Milwaukee Rwy.	189.06	22.30	25,540 11	.....	135 09	
24028	Detroit and Fort Gratiot.....Chicago, Detroit and Canada Grand Trunk Junction R. R.	58.65	20.52	9,277 25	.....	158 18	
24029	Jackson and Fort Wayne.....Lake Shore and Michigan Southern Rwy.	96.74	12.76	6,286 17	.....	64 98	
24030	East Saginaw and Ithaca.....Saginaw Valley and Saint Louis R. R.	45.94	12	2,267 64	.....	64 13	Pay not fixed on 10.38 miles.
24031	Fort Howard and Ishpeming.....Chicago and Northwestern Rwy.	179.45	*8.69	18,535 39	.....	103 29	
24032	Powers and Crystal Falls.....do	57.95	13	2,774 65	.....	47 88	
24033	Lenox and Jackson.....Michigan Air Line Rwy.....{	35.75	6	4,404 12	.....	43 75	
24034	Walton and Traverse City.....Traverse City R. R.	70.83		1,662 10	.....	54 72	
24035	Toledo and Detroit.....Michigan Central R. R.	26.27	12	9,355 27	.....	155 61	
24036	Trenton and Fayette.....Lake Shore and Michigan Southern Rwy.	60.12	22.38	2,924 10	.....	42 75	
24037	Saint Clair and Richmond.....Michigan Midland and Canada R. R.	68.40	7.57	1,092 78	.....	60 71	
24038	Iron River Junction (n. o.) and Iron River.....Chicago and Northwestern Rwy.	19.81	6	846 88	.....	42 75	
24039	Fort Gratiot and Chicago.....Chicago and Grand Trunk Rwy.	338.46	9.59	25,178 03	.....	74 39	
24040	Marquette and Houghton.....Marquette, Houghton and Ontonagon R. R.	95.93	7.35	3,688 35	.....	57 46	Pay not fixed on 31.74 miles.
24041	Alma and Lakeview.....Detroit, Lansing and Northern R. R.	34	9.92	1,831 58	.....	53 87	
24042	Port Huron and Sand Beach.....Port Huron and Northwestern Rwy.	71.45	14.21	5,009 38	.....	70 11	
24043	Coleman and Mount Pleasant.....Flint and Pere Marquette R. R.	15.04	12	642 96	.....	42 75	
24044	Harrison Junction (n. o.) and Meredith.....do	29.65	12	635 69	.....	42 75	Pay not fixed on 14.78 miles.
24045	Manistee Junction (n. o.) and Manistee.....do	27.13	12	2,041 26	.....	75 24	
24046	Mears and Hart.....Chicago and West Michigan Rwy.	4.15	6	177 41	.....	42 75	
24047	Flint and Fostoria.....Flint and Pere Marquette R. R.	24.46	6	1,045 66	.....	42 75	
24048	East Saginaw and Bay City.....do	13.21	28	1,174 63	.....	88 92	
24049	Detroit and Bay City Crossing and Saginaw.....do	8.76	25	176 83	.....	47 08	
24050	Buchanan and Berrien Springs.....Saint Joseph Valley R. R.	11.07	12	492 17	.....	44 46	
24051	Point St. Ignace (n. o.) and Marquette.....Detroit, Mackinac and Marquette R. R.	151.37	6	6,471 07	.....	42 75	
24052	Holland and Grand Rapids.....Chicago and West Michigan Rwy.	25.46	13	2,808 23	.....	110 30	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MICHIGAN—Continued.</b>										
24053	Humboldt and Republic .....	Marquette, Houghton and Ontonagon R. R.	8.70	6	371 02	.....	371 92	43 75	.....	
24054	East Saginaw and Sobeauing .....	Saginaw, Tuscola and Huron R. R.	38.23	6	1,634 53	.....	1,634 33	43 75	.....	
24055	Vacant.									
24056	Petoaky and Harbor Springs .....	Bayview, Little Traverse and Mackinaw R. R.	8.35	12	356 96	.....	356 96	43 75	.....	
24057	An Sable and Alger Junction (n. o.) .....	Detroit, Bay City and Alpena R. R.	26.91	6	2,548 49	.....	2,548 49	43 75	.....	
24058	Narenta Station (n. o.) and Metropolitan .....	Chicago and Northwestern Rwy.	35.01	6	1,496 68	.....	1,496 68	43 75	.....	
24059	Milton Junction (n. o.) and Luther .....	Grand Rapids and Indiana R. R.	11.50	11.55	491 62	.....	491 62	43 75	.....	
24060	Port Huron and Almont .....	Port Huron and Northwestern Rwy.	34.52	12	1,505 42	.....	1,505 42	43 61	.....	
24061	Palm Station and Port Austin .....	do .....	35.16	6	1,503 09	.....	1,503 09	43 75	.....	
24062	Milwaukee Junction (n. o.) and Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Rail-road.	4.53	15	283 76	.....	283 76	62 42	.....	
24063	Lawton and Hartford .....	Paw Paw and Toledo and South Haven R. R.	20.21	6	863 97	.....	863 97	43 75	.....	
24064	Pontiac and Cassville. ....	Pontiac, Oxford and Port Austin R. R.	100.73	6	4,565 08	.....	4,565 08	45 82	.....	
			4,976.77		451,253.45	22,976.92	474,230.37			
<b>WISCONSIN.</b>										
25001	Milwaukee and North McGregor .....	Chicago, Milwaukee and Saint Paul Rwy.	196.64	14.20	26,733 20	.....	26,733 20	135 95	.....	
25002	Milwaukee and La Crosse .....	do .....	104.87	15.79	69,729 86	22,122 00	91,851 86	3 2 26	125 00	
25003	Milwaukee and Berlin .....	do .....	53.08	12	10,985 28	.....	10,985 28	103 46	100 00	
25004	Milton Junction and Shullsburg .....	do .....	97.48	11.39	6,566 04	.....	6,566 04	87 21	.....	

[illegible]

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post- office cars. Dollars.	Remarks.
<b>WISCONSIN—Continued.</b>										
25036	Janeville and Beloit .....	Chicago, Milwaukee and Saint Paul Rwy.	15.76	12	673 74	.....	673 74	42 75	.....	
25037	Merrill and Neillsville .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	15.51	15	663 05	.....	663 05	42 75	.....	
25038	Milwaukee and Monfort .....	Chicago and Northwestern Rwy.	146.37	9.37	9,761 41	.....	9,761 41	66 69	.....	
25039	Mazo Manie and Prairie du Sac .....	Chicago, Milwaukee and Saint Paul Rwy.	10.45	12	446 73	.....	446 73	42 75	.....	
25040	Hilbert and Appleton .....	Milwaukee and Northern R. R.	21.83	12	1,362 62	.....	1,362 62	62 42	.....	
25041	Eikhorn and Eagle .....	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	750 69	.....	750 69	42 75	.....	
25042	Lancaster Junction (n. o.) and Lancaster .....	Chicago and Northwestern Rwy.	12.31	12	915 74	.....	915 74	74 39	.....	
25043	Platteville Junction (n. o.) and Platteville .....	do .....	4.36	12	186 39	.....	186 39	42 75	.....	
25044	Brothhead and Albany .....	Chicago, Milwaukee and Saint Paul Rwy.	7.60	15	324 90	.....	324 90	42 75	.....	Pay not fixed.
25045	Monico and Rhinelander .....	Milwaukee, Lake Shore and Western Rwy.	14.76	6	.....	.....	.....	42 75	.....	
25046	Oshkosh and Hortonville .....	do .....	23.77	6	1,016 16	.....	1,016 16	42 75	.....	
25047	Wausau and Eau Claire .....	do .....	49.58	6	2,119 54	.....	2,119 54	42 75	.....	
25048	Eau Claire and Chicago Junction (n. o.) .....	Chicago, Milwaukee and Saint Paul Rwy.	79.11	6	2,016 51	.....	2,016 51	42 75	.....	Pay not fixed on 31.94 miles.
25049	Manitowoc and Wausau .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	132.61	19.96	9,595 87	.....	9,595 87	71 82	.....	
25050	Eland and Watermeet .....	Milwaukee, Lake Shore and Western Rwy.	105.68	6	3,228 56	.....	3,228 56	60 71	.....	Pay not fixed on 52.50 miles.
25051	Superior Junction (n. o.) and Superior .....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	63.50	6	2,171 70	.....	2,171 70	34 20	.....	At land grant.
25052	Afton and Janesville .....	Chicago and Northwestern Rwy.	6.64	15	283 86	.....	283 86	42 75	.....	
25053	Red Cedar Junction (n. o.) and Menomonie .....	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	.....	.....	.....	.....	.....	Pay not fixed.
25054	Trempealeau and Galesville .....	Chicago and Northwestern Rwy.	8.23	6	.....	.....	.....	.....	.....	Do.

20055	Brandon and Marquette.....	Chicago Milwaukee and Saint Paul Rwy.	11.78	6			Do.
20056	Dexter Junction (n. o.) and Vesper.	Wisconsin, Pittsville and Superior Rwy.	20.29	6			Do.
			3,979.25		404,323 80	43,703 60	448,026 40
			1,279.04	9.15	92,428 02		92,428 02
20001	Saint Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.					384.20 miles pay not covered. Land grant. Covered by route 28001.
20002	Vacant						Do.
20003	Do						Land grant.
20004	East Saint Cloud (n. o.) and Saint Vincent.	Saint Paul, Minneapolis and Manitoba Rwy.	316.69	13	43,323 19		136 80
20005	Breckenridge, Minn., and Fargo, Dak.	do	53.27	13	5,738 77		107 73
20006	Saint Paul and Breckenridge	do	216.88	7.87	23,884 99		110 13
20007	Saint Paul and Duluth.	Saint Paul and Duluth R. R.	155.59	12	11,813 95		75 03
20008	Minneapolis and Stillwater.	do	28.01	12	1,197 43		42 75
20009	Saint Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	{ 117.53 95.50	{ 10.75	{ 25,370 30		{ 130 82 25,370 30
			{ 202.80 110.11	{ 6	{ 24,218 17		{ 104 66 71 14
20010	Hastings, Minn., and Ipswich, Dak.	do	26.33				{ 88 92 24,218 17
20011	Duluth and Brainerd	Northern Pacific R. R.	114.67	9.15	3,921 71		88 92
20012	Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	41.29	12	2,894 84		34 20
20013	Minneapolis, Minn., and La Crosse, Wis.	do	142.57	13	41,811 50	7,128 50	2,894 84
20014	Saint Peter, Minn., and Redfield, Dak.	Winona and Saint Peter R. R.	{ 184.73 70.66	{ 7.4	{ 22,786 26		{ 48,940 00 22,786 26
20015	Winona and Saint Peter	do	130.80	13	17,690 29		83 45
20016	Sleepy Eye and Redwood Falls.	do	26.63	12	1,138 43		104 31
20017	Recheater and Zumbrota.	do	26.12	12	1,116 63		184.73 m. L. G. Saint Peter to Watertown.
20018	Chamfield and Plainview	do	28.73	15.37	1,228 21		Land grant.
20019	Mankato Junction (n. o.) and Mankato.	do	4.35	26	1,223 15		
20020	Worthington, Minn., and Salem, Dak.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	102.37	6	4,989 51		Formerly part of route 28015.
20021	Minneapolis, Minn., and Angus, Iowa.	Minneapolis and Saint Louis Rwy.	260.26	8.49	24,032 41		
20022	Wabasha and Zumbrota.....	Chicago, Milwaukee and Saint Paul Rwy.	59.24	6	2,583 46		
20023	La Crosse, Wis., and Flandrau, Dak.	do	{ 302.87 8.97	{ 6	{ 27,714 64		{ 48 74 27,714 64
20024	Mankato and Wells.	do	38.18	6	1,730 32		{ 86 24 110 30
20025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	270.11	13	29,584 61		{ 302.87 miles land grant, La Crosse to Afton.
20026	Vacant						Land grant.
20027	Stillwater and Stillwater Junction (n. o.)	do	3.90	40	206 74		112 86
							Covered by route 28025.



C.—*Railroad service as in operation on the 30th of June, 1884*—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MINNESOTA—Continued.</b>										
26028	Heron Lake and Woodstock	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	44.21	6	1,839 98		1,839 98	42 75		
26029	Lake Crystal and Elmore.	do.	44.20	12	1,985 13		1,985 13	44 46		
26030	Lawrence and Doud.	do.	28.29	6	1,209 40		1,209 40	42 75		
26031	Tracy, Minn., and Pierre, Dak.	Chicago and Northwestern Rwy.	255.71	7	20,953 87		20,953 87	117 14		
26032	Reno and Preston	Chicago, Milwaukee and Saint Paul Rwy.	57.72	6	2,517 17		2,517 17	43 61		
26033	Wyoming and Taylor's Falls.	Saint Paul and Duluth R. R.	20.77	6	958 95		958 95	46 17		
26034	Morris and Brown's Valley.	Saint Paul, Minneapolis and Manitoba Rwy.	47.29	6	2,021 65		2,021 65	42 75		
26035	Vacant.									Covered by route 26005.
26036	Do.									Covered by stat service.
26037	Minneapolis and Cologne	Chicago, Milwaukee and Saint Paul Rwy.	33.17	6	3,828 81		3,828 81	115 43		
26038	Minneapolis and Birch Cooley	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71		4,560 71	44 46		
26039	Crookston, Minn., and Creel City, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	4,405 77		4,405 77	47 03		20.66 miles pay not fixed.
26040	Minneapolis and Saint Cloud.	do.	64.81	6	2,198 63		2,198 63	42 75		12.38 miles pay not fixed.
26041	Vacant.									66.91 miles pay not fixed.
26042	Wadena, Minn., and Milnor, Dak.	Northern Pacific R. R.	118.86	6	2,398 53		2,398 53	46 17		
26043	Fergus Falls and Pelican Rapids	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972 99		972 99	42 75		
26044	Mendota and Minneapolis	Chicago, Milwaukee and Saint Paul Rwy.	10.06	12	516 08		516 08	51 30		
26045	Hastings and Stillwater.	Northern Pacific R. R.	26.12	13	1,139 09		1,139 09	43 61		
26046	Little Falls and Morris.	do.	88.37	6	4,684 49		4,684 49	53 01		
26047	Sank Centre and Eagle Bend	Saint Paul, Minneapolis and Manitoba Rwy.	37.34	6	1,137 58		1,137 58	42 75		10.73 miles pay not fixed.
26048	Waterville and Red Wing	Minneapolis and Saint Louis Rwy.	66.70	6	3,593 13		3,593 13	53 87		
26049	Saint Cloud and Hinckley	Saint Paul, Minneapolis and Manitoba Rwy.	68.04	6						Pay not fixed.
26050	Crookston and Saint Hilaire	do.	28.73	3	859 60		859 60	29 92		

No.	Locality	Distance	Time	Rate	Cost	Revenue	Profit	Remarks
26051	Rush City, Minn., and Granteburgh, Wis.	17.34	6	.....	.....	.....	.....	Do
26052	Moorehead and Halstead	34.31	6	.....	.....	.....	.....	Do
		5,758.92		482,439.09	7,128.50	489,567.59		
	IOWA.							
27001	Burlington and Albert Lea	253.82	14.32	26,475.96		26,475.96	104.31	
27002	Cedar Rapids and Postville	98.90	6	5,411.81		5,411.81	54.72	
27003	Cedar Rapids and Worthington	230.28	6	15,911.34		15,911.34	23.94	
27004	Muscatine and West Chester	76.58	6	4,583.31		4,583.31	59.85	
27005	Burlington and U. P. Transfer (n. o.)	275	16	60,252.18	18,092.83	78,944.51	203.83	
	Chicago, Burlington and Quincy R. R.	16.46					64.13	
27006	Chariton and Grant City	94.68	11.17	6,799.92		6,799.92	71.82	
27007	Creston and Hopkins	44.30	13	3,371.23		3,371.23	76.10	
27008	Burlington and Sumner	192.11	6	11,826.29		11,826.29	61.66	
27009	Vilsea and Burlington Junction	37.68	6	1,982.98		1,982.98	51.30	
27010	Albia and Mason City	170.21	12.34	10,154.63		10,154.63	94.91	
27011	Keokuk and Burlington	43.44	12	4,420.02		4,420.02	101.75	
27012	Clinton and La Crosse	181.24	11.54	24,329.66		24,329.66	134.24	
27013	Stanwood and Tipton	8.97	12	383.47		383.47	42.75	
27014	Davenport and U. P. Transfer (n. o.)	53.95	12.08	82,435.35	16,706.75	99,132.10	259.34	
27015	Des Moines and Indianola	264.00					65.00	
27016	Washington and Knoxville	22.43	13.61	1,457.50		1,457.50	64.98	
27017	Davenport and Leavenworth	78.61	6	4,704.81		4,704.81	59.85	
27018	Branch-Cameron to Kansas City	336.06	13	43,143.37		43,143.37	127.40	
	Chicago, Milwaukee and Saint Paul Rwy.	54.98	8				5.99	
27019	Keokuk and Des Moines	43.91	8.46	1,877.15		1,877.15	42.75	
27020	Farley and Cedar Rapids	168.11	12	11,854.83		11,854.83	72.68	
27021	Dubuque and Sioux City	57.87	8.47	3,661.43		3,661.43	68.27	
27022	Waterloo and Mena	327.59	12.43	36,971.81		36,971.81	112.86	
27023	Benlah and Elkader	80.79	12	6,078.64		6,078.64	76.34	
	Chicago, Milwaukee and Saint Paul Rwy.	16.99	6	726.32		726.32	42.75	
27024	Clinton and Anamosa	71.99	6	3,693.09		3,693.09	51.90	
27025	Calmar and Running Water	210.66	6	38,871.47		38,871.47	100.55	
	Chicago, Milwaukee and Saint Paul Rwy.	140.74					125.69	



Station	6	999 07	999 07	42 75	Pay not fixed.
Burlington, Cedar Rapids and Northern Rwy.	23.37				
Chicago and Northwestern Rwy.	12	629 99	629 99	44 46	
Duluth and Dakota R. R.	6	4, 108 66	4, 108 66	63 27	
Chicago and Northwestern Rwy.	6.10	12, 533 87	12, 533 87	76 10	
Chicago, Milwaukee and Saint Paul Rwy.	6	1, 551 40	1, 551 40	42 75	
Chicago, Rock Island and Pacific Rwy.	12	649 80	649 80	42 75	
Chicago, Burlington and Quincy R. R.	6	807 12	807 12	42 75	
Wisconsin, Iowa and Nebraska Rwy.	6				
Chicago, Burlington and Quincy R. R.	6	694 69	694 69	42 75	
Chicago, Rock Island and Pacific Rwy.	12	643 39	643 39	42 75	
Wabash, Saint Louis and Pacific Rwy.	6	4, 048 42	4, 048 42	42 75	
Chicago, Burlington and Quincy R. R.	6	2, 998 71	2, 998 71	64 13	
Chicago, Rock Island and Pacific Rwy.	12	216 74	216 74	42 75	
Avoca and Carson	6	760 95	760 95	42 75	
Fort Madison and Northwestern Rwy.	6	1, 779 25	1, 779 25	42 75	
Burlington, Cedar Rapids and Northern Rwy.	6	766 12	766 12	47 03	
Chicago and Northwestern Rwy.	6	2, 910 44	2, 910 44	49 59	
Humboldt and Shenandoah R. R.	6	5, 910 25	5, 910 25	52 16	
Central Iowa Rwy.	6	1, 153 39	1, 153 39	42 75	
Chicago and Northwestern Rwy.	6	9, 177 95	9, 177 95	63 27	Pay not fixed on 120.37 miles extension, Hawarden to Iroquois.
Chicago and Northwestern Rwy.	8.98	1, 496 68	1, 496 68	42 75	
Chicago, Burlington and Quincy R. R.	20	254 38	354 38	107 39	Pay not fixed on 3.50 miles.
Chicago, Rock Island and Pacific Rwy.	7	3, 730 91	3, 730 91	73 53	
Chicago, Rock Island and Pacific Rwy.	12	1, 659 04	1, 659 04	59 85	
St. Louis City and Pacific R. R.	6	2, 898 50	2, 898 50	83 07	

Pay not fixed on 120.37  
miles extension,  
Hawarden to Iro-  
quois.

Pay not fixed on 3.59  
miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	IOWA—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27078	Hampton and Belmond.	Central Iowa Rwy	22.82	6	975 55		975 55	42 75		
27079	Marshalltown and Story City	do	38.33	6	1,681 36		1,681 36	42 75		
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.99	6	769 07		769 07	42 75		
27081	Des Moines and Boone.	Saint Louis, Des Moines and Northern Rwy.	43.30	6	1,851 07		1,851 07	42 75		
27082	Winfield and Martinsburgh	Burlington and Western Rwy	47.70	6	2,039 17		2,039 17	42 75		
27083	Clarinda and Northborough	Chicago, Burlington and Quincy R. R.	18.23	6	1,013 22		1,013 22	55 58		
27084	Des Moines and Leon.	Des Moines, Osceola and Southern R. R.	92.12	6	3,690 18		3,690 18	42 75		Pay not fixed on 5.80 miles extension, from Decatur to Leon.
27085	Vacant.									
27086	Oskaloosa and Keithsburg	Central Iowa Rwy	99.19	6	3,505 97		3,505 09	42 75		Pay not fixed on 17.20 miles extension, from Morning Sun to Keithsburg.
27087	Tara and Ruthven.	Des Moines and Fort Dodge R. R.	54.98	6	2,350 39		2,350 39	42 75		Pay not fixed.
27088	Eldora Junction (n. o.) and Iowa Falls.	Chicago, Iowa and Dakota Rwy.	21.49	6						
27089	Sac City and Kingsley.	Chicago and Northwestern Rwy.	58.40	6	1,385 95		1,385 95	42 75		Pay not fixed on 25.98 miles extension, Holstein to Kingsley.
27090	Wilton Junction and Muscatine.	Chicago, Rock Island and Pacific Rwy.	12.73	12	685 77		685 77	53 87		Pay not fixed.
27091	New Sharon and Newton	Central Iowa Rwy	33.96	6						
			6,910 83		606,830 55	35,399 08	642,229 63			
	MISSOURI.									
28001	Saint Louis and Atchison	Missouri Pacific Rwy	27	16.03	139,256 81	30,732 50	169,989 31	844 06	100 00	For 283.45 miles.
28002	Saint Louis and Biemarck	Saint Louis, Iron Mountain and Southern Rwy.	204.20	30.36	21,497 71	4,893 20	26,390 91	430 07	50 00	For 47.75 miles.
28003	Saint Louis and Vinita	Saint Louis and San Francisco Rwy.	73.61	10.97	46,151 20	7,180 00	53,331 20	285 57	65 00	
			287.20					127 91	25	For 287.20 m., R. P. O.

[illegible]

323.92 miles land grant.  
Land grant.

323.92 miles land grant.  
Land grant.

323.92 miles land grant.  
Land grant.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
<b>Missouri—Continued.</b>										
28033	Independence and Sedalia	Missouri Pacific Rwy.	88.19	6.77	4,599.99		4,599.99	52.16		
28034	Bismarck and Columbus	Saint Louis, Iron Mountain and Southern Rwy.	121.28	13	1,028.14		10,369.44	85.50		
28035	Neelysville and Doniphan	do	20.09	6	858.84		838.84	42.75		
28036	Fort Scott and Springfield	Kansas City, Fort Scott and Gulf R. R.	103.72	9.82	11,833.20		11,833.20	114.57		
28037	Saint Joseph and Albany	Saint Joseph and Des Moines R. R.	51.19	12	2,757.60		2,757.60	53.87		
28038	Vacant.									
28039	Pierce City and Fort Smith	Saint Louis and San Francisco Rwy.	139.88	7	11,362.45		11,362.45	81.23		
28040	Pleasant Hill and Joplin	Missouri Pacific Rwy.	133.70	14	10,631.82		10,631.82	79.52		
28041	Weytown and Carbon Centre.	Kansas City, Fort Scott and Gulf R. R.	24.05	7	1,028.14		1,028.14	42.75		
28042	Sedalia and Warsaw	Missouri Pacific Rwy.	43.18	6	1,845.94		1,845.94	42.75		
28043	Summitville and Bonne Terre	Saint Joe and Desloge Rwy.	13.20	18	564.30		564.30	42.75		
28044	Bigelow and Burlington Junction.	Kansas City, Saint Joseph and Council Bluffs R. R.	32.11	6	1,619.95		1,619.95	50.45		
28045	Cape Girardeau and Puxico	Cape Girardeau Southwestern Rwy.	43.99	9.99	1,147.84		1,147.84	42.75		Pay not fixed on 17.14 miles.
28046	Corning and Northborough.	Kansas City, Saint Joseph and Council Bluffs R. R.	28.02	6	1,509.44		1,509.44	53.87		
28047	Jefferson City and Aurora Springs	Missouri Pacific Rwy.	37.46	6	1,601.41		1,601.41	42.75		
28048	Vacant.									
28049	Mineral Point and Potosi.	Saint Louis, Iron Mountain and Southern Rwy.	4.44	9	189.81		189.81	42.75		
28050	Palmyra and Hannibal.	Hannibal and Saint Joseph R. R.	15.93	17	740.90		740.90	46.51		
28051	Bird's Point, Ill., and Texarkana, Ark.	Texas and Saint Louis Rwy.	419.05	6	5,573.95		5,573.95	44.46		Pay not fixed on 236.68 miles.
28052	Paw Paw Junction (n. o.) and New Madrid.	do	6.14	12	262.48		262.48	42.75		
28053	North Springfield and Chadwick	Saint Louis and San Francisco Rwy.	34.47	6	1,205.55		1,205.55	42.75		Pay not fixed on 6.72 miles.
28054	Oronogo and Galena	do	21	10.88	897.75		897.75	42.75		

	Clinton and Brownlawn.	Kansas City and Southern Rwy.	11.55	6					Pay not fixed.
29055			6,177.12		811,771.52	115,357.20	927,128.72		
	ARKANSAS.								
29001	Hopefield and Little Rock.	Memphis and Little Rock R. R.	135.88	7	15,243.01		15,243.01	112 18	
29002	Helena and Camden.	Arkansas Midland R. R.	48.20	6	2,431.69		2,431.69	50 45	
29003	Argenta and Fort Smith.	Little Rock and Fort Smith Rwy.	167.15	6	12,233.70		12,233.70	73 19	
29004	Trippe and Warren.	Little Rock, Mississippi River and Texas Rwy.	49.25	6	2,484.65		2,484.65	50 45	
29005	Malvern Junction and Hot Springs.	Hot Springs R. R.	25.90	14	1,793.83		1,793.83	69 26	
29006	Brinkley and Riverside.	Batesville and Brinkley R. R.	34.53	6	474.09		474.09	42 75	
29007	Little Rock and Arkansas City.	Little Rock, Mississippi River and Texas Rwy.	114.09	6.37	7,706.77		7,706.77	67 55	
29008	Helena and Forest City.	Saint Louis, Iron Mountain and Southern Rwy.	43.90	6	1,876.72		1,876.72	42 75	
29009	Ozan and Hope.	Arkansas and Louisiana Rwy.	16.34	7	442.03		442.03	42 75	
29010	Garden and Camden.	Saint Louis, Iron Mountain and Southern Rwy.	34.28	6	1,494.95		1,494.95	43 61	
29011	Vacant.	do	97.02	7	5,007.89		5,007.89	51 30	
29012	Knobel and Forest City.	Eureka Springs Rwy.	19.26	6					No pay fixed.
29013	Seligman, Mo., and Eureka Springs, Ark.								Do.
29014	Newport and Batesville.	Saint Louis Iron Mountain and Southern Rwy.	29.60	6					Do.
29015	McNeill and Magnolia.	Texas and Saint Louis Rwy.	7.17	6					
	LOUISIANA.		822.57		51,189.33		51,189.33		
30001	Vacant.	Missouri Pacific Rwy.	172.30	14	13,112.03		13,112.03	76 10	
30002	New Orleans and Cheneyville.	Morgan's Louisiana and Texas R. R. and Steamship Co.	210.36	11.88	25,166.85		25,166.85	129 96	
30003	do	do							\$109.96 per mile for 83.52 miles land grant.
30004	Terre Bonne and Houma.	Clinton and Port Hudson R. R., Pipes & Lyons, owners.	15.85	7	677.58		677.58	42 75	
30005	Vacant.								
30006	Clinton and Port Hudson.	West Feliciana R. R.	21.83	6	933.23		933.23	42 75	
30007	Bayou Sara and Woodville.	Victrola, Shreveport and Pacific R. R.	24.21	3	784.46		784.46	29 83	
30008	Vicksburg, Miss., and Laneville, La.	Morgan's Louisiana and Texas R. R. and Steamship Co.	147.01		4,011.34		4,011.34	52 67	
30009	Terre Bonne and Thibodeaux.	Louisiana Western R. R.	6.36	7	271.89		271.89	42 75	
30010	Vermillionville, La., and Orange, Tex.		113.15	6	12,963.59		12,963.59	114 57	
30011	Shreveport and Cheneyville.	Missouri Pacific Rwy.	157.25	7	10,622.23		10,622.23	67 55	
30012	Cadees and Saint Martinsville.	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	14	294.97		294.97	42 75	
									Land grant. 70.86 miles no pay fixed.



## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	LOUISIANA—Continued.									
30013	Baton Rouge Junction (n. o.) and Port Allen.	Missouri Pacific Rwy.	8	21	478 80		478 80	59 85		
30014	New Orleans and Baton Rouge.	New Orleans and Mississippi Valley Rwy.	89.40	6						No pay fixed.
	TEXAS.									
			974.62		69,316 97		69,316 97			
31001	Houston and Galveston.	Galveston, Houston and Henderson R. R.	50.90	20	7,180 97		7,180 97	141 08		
31002	Houston and San Antonio.	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	21,064 12		21,064 12	96 62		
31003	Houston and Denison City.	Houston and Texas Central R. R.	337.64	13	53,407 89		53,407 89	158 18		
31004	Hempstead and Austin.	do.	115.22	13	8,669 15		8,669 15	75 24		
31005	Bremont and Albany.	do.	231.04	9.9	15,408 05		15,408 05	66 09		
31006	Longview and Houston.	International and Great Northern R. R.	234.23	12.8	35,751 04		35,751 04	151 34		
31007	Palestine and Laredo.	do.	414.54	11.4	53,873 61		53,873 61	129 96		
31008	Houston and Columbia.	do.	51.25	3	1,533 91		1,533 91	29 93		
31009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy.	834.47	7.7	65,433 37		65,433 37	88 07		
31010	Marshall, Tex., and Texarkana, Ark.	do.	72.26	14	14,580 62		14,580 62	201 78		
31011	Whitesborough, Tex., and Texarkana, Ark.	do.	173.67	7	14,701 16		14,701 16	84 65		
31012	Honaton and Orange.	Texas and New Orleans R. R.	106.24	6	12,626 62		12,626 62	118 85		
31013	Jefferson and McKinney.	Missouri Pacific Rwy.	152.54	7	7,564 45		7,564 45	49 59		
31014	Columbus and La Grange.	Galveston, Harrisburgh and San Antonio Rwy.	31.61	6	1,351 32		1,351 32	42 76		
31015	Henderson and Overton.	International and Great Northern R. R.	16.57	7	779 28		779 28	47 08		
31016	Corpus Christi and Laredo.	Texas-Mexican Rwy.	161.75	7	8,574 36		8,574 36	53 01		
31017	Denison City and Mineola.	Missouri Pacific Rwy.	102.84	7	9,144 53		9,144 53	88 92		
31018	Brownsville and Isabel.	Rio Grande R. R.	23.24	7	993 61		993 61	42 75		
31019	Indianola and Cuero.	Gulf Western Texas and Pacific Rwy.	66.74	6	2,853 13		2,853 13	43 76		91.50 miles lap service no pay fixed.

Station	Distance	Direction	Time	Speed	Remarks
Houston and Sealy	82.20	Texas Western Rwy.	1,752.75	42.75	11.20 miles no pay fixed.
Waxahachie and Garrett (n. o.)	12.08	Central Texas and North-western Rwy.	599.04	40.59	
Denison City and Gainesville	40.51	Missouri Pacific Rwy.	4,101.16	103.46	
Houston and Nacogdoches	140.25	Houston, East and West Texas Rwy.	7,785.09	53.58	
Texas and Montgomery	23.17	Gulf, Colorado and Santa Fe Rwy.	1,204.26	42.75	
Texarkana, Ark., and Gatesville, Tex.	304.42	Texas and Saint Louis Rwy.	17,038.73	65.84	45.03 miles no pay fixed.
Georgetown and Round Rock	10.22	International and Great North-ern R. R.	655.40	64.13	
Galveston and Lampasas	275.10	Gulf, Colorado and Santa Fe Rwy.	20,935.11	76.10	
Whitesborough and Taylor	224.43	Missouri Pacific Rwy.	30,466.52	129.96	
Beaumont and Rockland	75.85	Sabine and East Texas Rwy.	2,363.31	42.75	
Dallas and Denton	37.85	Dallas and Wichita Rwy.	1,618.08	42.75	20.10 miles no pay fixed.
Dallas and Kemp	47.12	Texas Trunk Rwy.	1,549.68	42.75	10.87 miles pay not fixed.
Mincola and Troup	44.54	International and Great North-ern R. R.	4,531.94	101.75	
Temple and Fort Worth	128.30	Gulf, Colorado and Santa Fe Rwy.	8,447.27	65.84	
Phelps (n. o.) and Huntsville	8.51	International and Great North-ern R. R.	363.80	42.75	
Dallas and Cleburne	55.05	Gulf, Colorado and Santa Fe Rwy.	2,353.38	42.75	
Rosenberg (n. o.) and Victoria	91.85	New York, Texas and Mexican Rwy.	5,262.08	57.29	
Fort Worth and Wichita Falls	115.44	Fort Worth and Denver City Rwy.	7,205.76	62.42	
Austin and Burnet	60.95	Austin and Northwestern R. R.	3,491.82	57.29	
San Antonio and El Paso	634.28	Galveston, Harrisburgh and San Antonio Rwy.	9,100.49	96.02	539.16 miles no pay fixed.
Harwood and Gonzales	12.62	do	679.83	53.87	
Temple Junction (n. o.) and Belton	7.17	Missouri Pacific Rwy.	306.51	42.75	
Guide and Turrell	38.53	Houston and Texas Central R. R.	1,647.15	42.75	
Ramal (n. o.) and Eagle Pass	33.47	Galveston, Harrisburgh and San Antonio Rwy.	1,430.84	42.75	
Tyler and Alto	57.85	Kansas and Gulf Short Line R. R.			No pay fixed.
Beaumont and Sabine Pass	30.30	Texas and New Orleans R. R.			Do.
Trinity and Colmesneil	66.73	Missouri Pacific Rwy.			Do.
Houston and Alvin	24.66	Gulf, Colorado and Santa Fe Rwy.			Do.

## C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
31048	TEXAS—Continued. Longview and Easton .....	Galveston, Sabine and Saint Louis Rwy.	13.77	6	470,591 09	470,591 09	470,591 09			No pay fixed.
32001	INDIAN TERRITORY.									
32002	Atoka and Lehigh Vinita and Tulsa .....	Missouri Pacific Rwy. St. Louis and San Francisco Rwy.	8.05 68.94	6 6	344 13		344 13	42 75		Do.
	KANSAS.									
33001	Kansas City, Mo., and Denver, Colo	Union Pacific Rwy.	302.70	14	114,879 68	11,781 50	126,661 18	179 55	{ 25 00	
33002	Lawrence and Leavenworth .....	do	327.12	7	2,547 43		2,547 43	72 68	{ 12 50	
33003	Atchison and Waterville .....	Central Branch Union Pacific R. R.	100.40	7	13,784 72		13,784 72	136 80		
33004	Lawrence and Coffeyville .....	Southern Kansas Rwy.	141.57	6	10,555 45		10,555 45	74 58		Land grant.
33005	Cherryvale and Hinnuweil .....	do	131.19	6	10,768 07		10,768 07	82 08		
33006	Waseca Junction (n. o.) and Ottawa .....	do	46.49	6	6,060 03		6,060 03	129 96		
33007	Saint Joseph, Mo., and Grand Island, Nebr.	St. Joseph and Western R. R.	226.50	7	15,264 71		15,264 71	68 83	{ 58.83 miles land grant, Saint Joseph to first ingra.	
			26.38					73 53		
33008	Kansas City, Mo., and Webb City, Kans.	Kansas City, Fort Scott and Gulf R. R.	181.79	10.79	19,584 24		19,584 24	107 73		
33009	Junction City and Parsons .....	Missouri Pacific Rwy.	157.86	6	9,826 78		9,826 78	62 25		Land grant.
33010	Atchison, Kans., and South Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	470.41	26.81	112,975 50	14,204 75	127,180 25	171 69	{ 25 00	{ 470.41 miles land grant, Atchison to Grenada,
33011	Newton and Arkansas City .....	do	156.09	8.07	6,112 75		6,112 75	217 81		
33012	Atchison, Kans., and Columbus, Nebr.	Durington and Missouri River R. R. (n Nebraska).	221.86	6	16,276 60		16,276 60	73 53		
33013	Leavenworth and Miltonvale .....	Kansas Central R. R.	107.91	6	9,762 29		9,762 29	58 14		
33014	Lawrence and Carbondale .....	Union Pacific Rwy.	32.96	6	1,409 04		1,409 04	42 75		

33015	Junction City and Concordia .....	Junction City and Fort Kearney R. R.	72.19	9.70	5,194.29	17,525.79	1,089.50	5,194.29	70.97	{ 277.88 254.79 }	{ \$22.00 per mile allowed for lap service be- tween Kansas City and Waseca-Junction (n. o.), 13.30 miles.
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	{ 13.30 34.28 }	{ 14 }				19,215.29	{ 277.88 254.79 }	{ 25.00 }	
33017	Florence and Douglas	do	54.58	6	3,079.94			3,079.94	56.43		
33018	vacant										
33019	Ottawa and Burlington	Southern Kansas Rwy.	48.95	6	2,850.33			2,850.33	60.71		
33020	Girard, Kang., and Joplin, Mo.	Saint Louis and San Francisco Rwy.	38.69	7	1,633.99			1,633.99	42.75		
33021	Waterville and Washington	Central Branch Union Pacific R. R.	20.62	6.6	2,309.64			2,309.64	112.01		
33022	Greenleaf and Concordia	do	42.05	7	5,500.98			5,500.98	130.82		
33023	Emporia and Howard	Atchison, Topeka and Santa Fe R. R.	76.59	6	3,863.96			3,863.96	50.45		
33024	Cherryvale and Arcadia	Kansas City, Fort Scott and Gulf R. R.	73.94	7	3,856.72			3,856.72	52.16		
33025	Solomon City and Beloit	Solomon R. R.	57.83	7	3,104.45			3,104.45	54.72		
33026	Concordia and Lenora	Central Branch Union Pacific R. R.	138.54	7	12,675.02			12,675.02	91.49		
33027	Yuma (n. o.) and Warwick	do	30.86	6	1,319.26			1,319.26	42.75		
33028	Salina and McPherson	Salina and Southwestern Rwy.	37.07	7	1,584.74			1,584.74	42.75		
33029	Down's and Bull's City	Central Branch Union Pacific R. R.	24.08	6	1,050.12			1,050.12	43.61		
33030	Florence and Ellinwood	Atchison, Topeka and Santa Fe R. R.	98.87	6	5,410.16			5,410.16	54.72		
33031	Paola and Leroy Junction (n. o.)	Missouri Pacific Rwy.	61.40	6	4,199.76			4,199.76	68.40		
33032	Junestown and Burr Oak	Central Branch Union Pacific R. R.	33.90	6	1,565.16			1,565.16	46.17		
33033	Ossawatimie and Ottawa	Missouri Pacific Rwy.	21.40	6	951.44			951.44	44.46		
33034	Burlington and Manhattan	Manhattan, Alma and Burlington Rwy.	57.21	6	2,543.55			2,543.55	44.46		
33035	Wellington and Harper	Southern Kansas Rwy.	35.89	6	1,585.16			1,585.16	43.61		
33036	Fort Scott and Wichita	St. Louis, Fort Scott and Wichita R. R.	158.60	6	8,272.57			8,272.57	52.16		
33037	Mulvane and Caldwell	Atchison, Topeka and Santa Fe R. R.	38.30	6	2,849.13			2,849.13	74.39		
33038	Leavenworth and Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Rwy.	40.98	6	1,276.09			1,276.09	43.75		17.13 miles pay not fixed.
33039	Girard and Chanute	Southern Kansas Rwy.	41.23	6	685.28			685.28	42.75		25.20 miles pay not fixed.
33040	Atchison, Kans., and Omaha, Nebr.	Missouri Pacific Rwy.	165.33	7	10,743.14			10,743.14	64.98		Formerly part of route 28001.
33041	Ottawa and Emporia	Southern Kansas Rwy.	57.28	6							Pay not fixed.
33042	Wichita and Cheney	Wichita and Western R. R.	26.70	6							Do.
33043	Weir City Junction (n. o.) and Weir	Kansas City, Fort Scott and Gulf R. R.	3.88	6							Do.
			4,444.02		455,447.96	27,675.75		483,123.71			

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
			374.42 } 650.66 }	9.7 }	449,142 30	61,064 50	510,206 80	434 34	{ 75 00 50 00	
34001	NEBRASKA.	Union Pacific Rwy.....	191.11	8.02	24,509 85	3,687 50	28,197 35	128 25	25 00	R. P. O., 147.50 miles.
34002		Burlington and Missouri River R. R. (in Nebraska).	127.12	6.47	8,586 95		8,586 95	67 55		
34003		Chicago, Saint Paul, Minneapolis and Omaha Rwy.	16.60	12	1,845 09	415 00	2,260 09	111 15	25 00	
34004		Omaha and Oregon Junction (n. o.) Rwy.	137.45	6	9,166 54		9,166 54	66 69		
34005		Nemaha City and York.....	30.66	6	2,175 94		2,175 94	70 97		
34006		Crete and Beatrice.....	16.37	6	699 81		699 81	42 75		
34007		Coburn Junction (n. o.) and Ponca.	90.86	8.5	5,437 97		5,437 97	59 65		
34008		Valley and Stromsburg.....	415.88	7.43	10,903 32	10,397 00	21,300 32	63 27	25 00	243.55 miles pay not fixed for transportation.
34009		Hastings, Nebr., and Denver, Col.	263.59	6	13,458 16		13,458 16	63 27		55.88 miles pay not fixed.
34010		Fremont and Valentine.....	42.01	6	2,801 65		1,801 95	66 69		
34011		York and Central City.....	50.74	7.09	2,225 90		2,225 90	44 46		
34012		Columbus and Norfolk.....	78.27	6	1,649 29		1,649 29	42 75		39.69 miles pay not fixed.
34013		Lincoln and Marysville.....	20.30	6	867 82		867 82	42 75		
34014		Valparaiso and Lincoln.....	50.09	6	2,441 38		2,441 38	48 74		
34015		Grand Island and North Loup.....	120.84	6	5,889 74		5,889 74	48 74		
34016		Beatrice and Red Cloud.....	34.22	6	1,462 90		1,462 90	42 75		
34017		Lost Creek and Albion.....	42.50	6	1,816 87		1,816 87	42 75		
34018		Norfolk Junction (n. o.) and Creighton.	67.76	6	1,492 39		1,492 39	45 32		34.83 miles pay not fixed.
34019		Nemaha City and Beatrice.....	40.42	6	1,727 95		1,727 95	42 75		
34020		Wymore and Table Rock.....	46.67	6	1,965 14		1,965 14	42 75		
34021		Emerson Junction (n. o.) and Norfolk.								

34022	Waterfield and Hertington.	do.	33.80	6	1,723 08	43 75	Pay not fixed.
34023	Kennecaw and Holdrege.	Nebraska and Colorado R. R.	40.32	6	505 73	42 75	Do.
34024	Chester and Huron.	do.	11.83	12			Do.
34025	Genoa and Fullerton.	Omaha, Niobrara and Black Hills R. R.	14.54	6			
34026	De Witt and Tobias.	Nebraska and Colorado R. R.	23.74	6			
			3,046.77		552,528 37	75,544 00	
DAKOTA.							
35001	Sioux City, Iowa, and Yankton, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	21.10	6	4,829 03	102 60	
35002	Marion and Chamberlain.	do.	40.00			64 98	
35003	Brookridge, Minn., and Ripon, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	111.88	6	6,983 54	62 42	
35004	Vacant.		63.47	6	4,070 34	64 18	
35005	Fargo and Neche.	Saint Paul, Minneapolis and Manitoba Rwy.	158.29	7	13,940 60	88 07	
35006	Everest and Mayville.	Cassioton Branch R. R.	48.14	6	1,972 49	42 75	
35007	Flaudreau and Sioux Falls.	Chicago, Milwaukee and Saint Paul Rwy.	38.17	6	3,246 75	82 94	
35008	Egan and Woonsocket.	do.	84.50	6	1,984 88	42 75	
35009	Millbank and Wilnot.	do.	17.03	3	509 53	29 92	
35010	Huron and Columbia.	Chicago and Northwestern Rwy.	97.40	6	5,496 28	56 43	
35011	Vacant.						
35012	Ashton and Ellendale.	Chicago, Milwaukee and Saint Paul Rwy.	70.12	6	2,997 63	42 75	
35013	Ripon and Portland.	Saint Paul, Minneapolis and Manitoba Rwy.	37.71	6	1,612 10	42 75	
35014	Brookings and Watertown.	Chicago and Northwestern Rwy.	48.24	6			
35015	Fargo and La Moure.	Fargo and Northwestern R. R.	88.34	6			
35016	Junktown and Carrington.	Jameson and Northern R. R.	43.48	6			
35017	Mitchell and Ashlin.	Chicago, Milwaukee and Saint Paul Rwy.	93.88	6			
35018	Sauborn and Cooperstown.	Sauborn, Cooperstown and Turtle Mountain R. R.	37.53	6			
			1,101.28		47,645 17		
MONTANA.							
36001	Deer Lodge City and Garrison.	Utah and Northern Rwy.	44.32	6	4,086 98	120 56	10.42 m. pay not fixed.
36002	Helena and Wickes.	Helena and Jefferson County R. R.	28.53	6			Pay not fixed.
			70.85		4,086 98		

Covered by route 26039.

38.07 miles pay not fixed.

Covered by route 35005.

Pay not fixed.

Do.

Do.

Do.

10.42 m. pay not fixed.  
Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1894—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
37001	WYOMING. Granger, Wyo., and Weiser Station (n. o.), Idaho.	Oregon Short Line Rwy .....	520.31	6						Pay not fixed.
			520.31							
38001	COLORADO. Denver and El Moro .....	Denver and Rio Grande Rwy.	208.90	15	27,066 65		27,066 65	130 82		
38002	Brighton and Boulder .....	Denver and Boulder Valley R. R.	27.69	6	1,302 26		1,302 26	47 03		
38003	Denver and Fort Collins .....	Colorado Central R. R. ....	91.01	13	8,170 88		8,170 88	89 78		
38004	Cucharas, Colo., and Espanola, N. Mex.	Denver and Rio Grande Rwy .....	200.82	7	15,796 50		15,796 50	78 66		
38005	Denver and Leadville .....	Denver, South Park and Pacific R. R.	172.25	*14.27	15,170 05		15,170 05	88 07		
38006	La Junta, Colo., and Deming, N. Mex.	Aitchison, Topeka and Santa Fe R. R.	578.71	7	89,063 46		89,063 46	153 90		
38007	Denver, Colo., and Cheyenne, Wyo.	Denver Pacific Rwy. and Telegraph Co.	106.86	*10.73	10,507 54	1,155 00	11,662 54	98 33	25 00	R. P. O. 46.20 m.; Denver to La Salle station (n. o.).
38008	Vacant.									
38 09	Poncho Springs and Mayaville .....	Denver and Rio Grande Rwy .....	7.28	7	311 22		311 22	42 75		
38010	Canon City and West Cliff .....	do	31.20	7	1,627 39		1,627 39	52 16		
38011	Alamosa and Del Norte .....	do	31.82	7	1,659 73		1,659 73	52 16		
38012	Salida, Colo., and Ogden City, Utah .....	do	555.64	7.70	18,905 72		18,905 72	90 63		348.14 m., pay not fixed.
38013	Leadville and Dillon .....	do	36.60	7	1,564 64		1,564 64	42 75		
38014	Nathrop and Cheltenham .....	Denver, South Park and Pacific R. R.	79.44	7	3,619 73		3,619 73	54 72		18.20 m., pay not fixed.
38015	Mears and Haumann .....	Denver and Rio Grande Rwy .....	27.33	7	1,168 36		1,168 36	42 75		
38016	Gunnison and Crested Butte .....	do	28.40	7	1,214 10		1,214 10	42 75		
38017	Julesburg and La Salle Station (n. o.).	Colorado Central R. R. ....	151.16	7	19,257 78	3,779 00	23,036 78	127 40	25 00	
38018	Malta and Red Cliff .....	Denver and Rio Grande Rwy .....	27.00	7	1,154 25		1,154 25	42 75		
38019	South Pueblo and Leadville .....	do	158.92	14.5	22,283 76		22,283 76	140 22		
38020	Golden and Georgetown .....	Colorado Central R. R. ....	35.12	13	2,702 48		2,702 48	76 95		
38021	Forks Creek and Central City .....	do	11.29	13	579 18		579 18	51 30		
38022	Bear Creek Junction (n. o.) and Morrison.	Denver, South Park and Pacific R. R.	9.74	6.5	416 38		416 38	42 75		

	Denver and Pueblo .....	Denver and New Orleans R. R.	128.98	8.21	8,186 18	64 06	
38023	Garo and London .....	Denver, South Park and Pa- cific R.R.	15.75	14	673 31	42 75	
38024	Manitou Junction (n.o.) and Colo- rado Springs.....	Denver and New Orleans R. R.	9.64	17.5	412 11	42 75	
38025	Come and Dillon .....	Denver, South Park and Pa- cific R. R.	30.28	7	1,294 47	42 75	
38026	Greeley and Stout .....	Greeley, Salt Lake and Pacific Rwy.	39.05	6	1,669 39	42 75	
38027	Denver and Semper .....	Denver R. R. Construction, Land and Coal Co.	10.39	7	444 17	42 75	
38028	Boulder and Sunset .....	Greeley, Salt Lake and Pacific Rwy.	13.11	6			Pay not fixed.
38029	Colorado Springs Station (n.o.) and Manitou Station (n.o.).	Denver and Rio Grande Rwy .	5.40	14	235 49	43 61	
38030	New Mexico.		2,824.78		256,357 18	4,934 00	
38031	Lamy and Santa Fé .....	Atchison, Topeka and Santa Fé R. R.	18.70	14	1,231 20	65 84	
38032	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande Rwy.	215.66	7	17,886 83	82 04	
38033	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R.....	577.02	6	9,850 28	34 20	Land grant. Pay not fixed on 289 miles.
38034	Rincon, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fé R. R.	77.45	7	3,310 98	42 75	
38035	Deming, N. Mex., and El Paso, Tex.	Central Pacific R. R. Co. (see Southern Pacific R. R.).	88.72	7	3,792 78	42 75	
38036	Deming and Silver City .....	Silver City, Deming and Pa- cific R. R.	47.70	6	2,406 46	50 45	
38037	Las Vegas and Las Vegas Hot Springs.....	Atchison, Topeka and Santa Fé R. R.	10.89	6			Pay not fixed.
38038	Nutt Station (n.o.) and Lake Valley.	Atchison, Topeka and Santa Fé R. R.	13.73	6			Do.
	Aризона.		1,040.87		38,478 53		
40001	Yuma, Ariz., and Deming, N. Mex.	Central Pacific R. R. Co. (see Southern Pacific R. R. Arizona).	467.02	7	64,289 97	137 66	
40002	Benson and Nogales .....	New Mexico and Arizona R. R.	88.43	8.26	4,158 86	47 03	
	Utah.		555.45		68,448 83		
41001	Salt Lake City and Frisco .....	Utah Central Rwy .....	281	8.21	22,845 12	79 52	
41002	Vacant.						



C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office cars, railway post- office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars, railway post- office cars. Dollars.	Remarks.
<b>UTAH—Continued.</b>										
41003	Ogden City, Utah, and Butte City, Mont.	Union Pacific Rwy	417.27	7	57,798 06	.....	57,798 06	138 51	.....	
41004	Sandy and Bingham Canyon	Denver and Rio Grande Rwy	17.42	7	744 70	.....	744 70	42 75	.....	
41005	Salt Lake City and Stockton	Utah and Nevada Rwy	40.50	6	1,731 37	.....	1,731 37	42 75	.....	
41006	Bingham Junction (n. o.) and Wasatch.	Denver and Rio Grande Rwy	10.50	7	448 88	.....	448 88	42 75	.....	
41007	Vacant.									
41008	Echo City and Park City	Echo and Park City R. R.	28.45	14	1,862 18	.....	1,862 18	47 88	.....	Pay not fixed.
41009	Colton and Scofield	Denver and Rio Grande Rwy	17.30	6	.....	.....	.....	.....	.....	
41010	Nephi and Wales	San Pete Valley Rwy	26.24	6	1,246 11	.....	1,246 11	51 30	.....	
41011	Lehi Junction (n. o.) and Tintic.	Salt Lake and Western Rwy	53.50	6	2,287 12	.....	2,287 12	42 75	.....	Do.
41012	Ironton Station (n. o.) and Silver City	.....do	4.20	6	.....	.....	.....	.....	.....	
<b>IDAHO.</b>										
42001	Shoshone and Hailey	Oregon Short Line Rwy	896.38	6	88,061 54	.....	88,061 54	.....	.....	Pay not fixed.
<b>WASHINGTON TERRITORY.</b>										
43001	Kalama and Tacoma	Northern Pacific R. R.	105	6	6,463 80	.....	6,463 80	61 56	.....	Land grant.
43002	Seattle and New Castle	Seattle and Walla Walla R. R.	20.28	6	866 97	.....	866 97	42 75	.....	
43003	Olympia and Tenino	Olympia and Chehalis Valley R. R.	16.05	6	741 02	.....	741 02	46 17	.....	
43004	Walla Walla and Wallula	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	.....	3,156 39	98 33	.....	
43005	New Tacoma and Carbonado	Northern Pacific R. R.	34.83	6	2,144 13	.....	2,144 13	61 56	.....	Land grant.
43006	Palouse Junction (n. o.) and Colfax	Columbia and Palouse R. R.	86.18	6	.....	.....	.....	.....	.....	Pay not fixed.
43007	Vacant.									
43008	Walla Walla and Dayton	Oregon Rwy. and Navigation Co.	40	7	4,001 60	.....	4,001 60	100 04	.....	
43009	Wallula, Wash. Terr., and Missoula, Mont.	Northern Pacific R. R.	417.03	7	9,640 88	.....	9,640 88	41 73	.....	Land grant. Pay not fixed on 186 miles.

44010	Bolles Junction (n. o.) and Riparia Co.	81.10	6	Pay not fixed.
44001	REGON.			
44001	Portland and Ashland .....	785.57		
44002	Portland and Corvallis .....	342.09	7.83	Pay not fixed on 79.26 miles.
44003	Umatilla and Pendleton Co. ....	97.85	6	
44004	Vacant.	44.35	6	
44005	Portland, Oreg., and Wallula, Wash. Ter. ....	214.80	6	
45001	NEVADA.			
45001	Virginia City and Reno .....	699.69		
45002	Palmade and Eureka .....	52.01	7	
45003	Battle Mountain and Austin .....	90.85	7	
45004	North House and Candelaria .....	94.10	7	
45005	Belleville and Keeler .....	158.96	7	
		143.22	6	
		539.74		
46001	CALIFORNIA.			
46001	San Francisco, Cal., and Ogden City, Utah. ....	50.41	8.9	
46002	San Francisco and Soledad .....	783.02		
46003	Roseville and Redding .....	142.86	12.51	
46004	Vacant.	151.74	7.67	
46005	Sacramento City and Shingle Springs R. ....	48.75	8.73	
46006	Suisun City and Napa Junction .....	13.01	7	
46007	Woodland and Grafton .....	9.84	6	
46008	Vallejo Junction and Colusa .....	43.87	12.71	
46009	Marysville and Oroville .....	27.59	7	
46010	Lathrop and Goshen (n. o.) .....	146.35	9.35	
46011	San Francisco and Cloverdale .....	90.00	10.8	
46012	Stockton and Milton .....	30.09	8.99	
46013	San Pedro and Los Angeles .....	26.20	7	
46014	Goshen (n. o.) and Yuma .....	490.33	7	
46015	Elmira and Madison .....	30.07	7	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
46016	CALIFORNIA—Continued.									
46016	San Francisco and Duncan's Mills.	North Pacific Coast R. R.	78.25	7.30	4,675 75	4,675 75	4,675 75	38 00		
46017	Los Angeles and Santa Ana.	Central Pacific R. R. Co. (see Los Angeles and San Diego R. R.).	33.23	7	2,861 73	2,861 73	2,861 73	81 23		
46018	Visalia and Goshen (n. o.).	Visalia R. R.	7.33	14	332 10	332 10	332 10	45 32		
46019	Colfax and Nevada City.	Nevada County Narrow Gauge R. R.	23.09	14	1,599 21	1,599 21	1,599 21	98 26		
46020	Los Angeles and Santa Monica.	Los Angeles and Independence R. R.	19.50	7	833 62	833 62	833 62	42 75		
46021	Santa Cruz and Pajaro.	Santa Cruz R. R.	22.20	7	949 05	949 05	949 05	42 75		
46022	Davisville and Telama.	Central Pacific R. R. Co. (see Northern Rwy.).	111.67	6.89	6,970 44	6,970 44	6,970 44	62 42		
46023	Galt and Ione.	Amador Branch Rwy.	27.79	7	1,827 69	1,827 69	1,827 69	65 84		
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Co. (see Berkeley Branch R. R.).	5.78	7	249 09	249 09	249 09	42 75		
46025	San Anselmo (n. o.) and San Quentin.	North Pacific Coast R. R.	6.25	6						Pay not fixed. For- mely part of route 46016.
46026	San Francisco and Alameda.	Central Pacific R. R.	11.62	28	586 36	586 36	586 36	48 74		
46027	Fulton and Guerneville.	San Francisco and North Pacific R. R.	16.09	6	687 84	687 84	687 84	42 75		
46028	San Francisco and Sacramento.	Central Pacific R. R.	140.05	10.50	15,926 48	15,926 48	15,926 48	113 72		
46029	Niles and San Jose.	do	18.57	14	863 94	863 94	863 94	47 03		
46030	Monterey and Chatsworth.	Monterey R. R.	10.57	7	708 36	708 36	708 36	42 75		
46031	San Francisco and Santa Cruz.	South Pacific Coast R. R.	83.15	13	5,971 83	5,971 83	5,971 83	71 82		
46032	Fort Costa and Lathrop.	Central Pacific R. R. Co. (see San Pablo R. R.).	62.23	14.07	9,151 54	9,151 54	10,707 20	147 06	25 00	
46033	Black Diamond and Nortonville.	Black Diamond Coal Mining Co.	6.26	15.57	287 61	287 61	287 61	42 75		
46034	Girroy and Tres Pinos.	Southern Pacific R. R.	20.20	7	863 55	863 55	863 55	42 75		
46035	Peters and Oakdale.	Stockton and Copperopolis R. R.	19.13	6	817 80	817 80	817 80	42 75		
46036	Vacant.									Covered by routes 46016 and 46025.
46037	National City and Colton.	California Southern R. R.	122.00	6	7,770 88	7,770 88	7,770 88	60 71		
46038	Goshen (n. o.) and Le Moore.	Southern Pacific R. R.	21.20	7	725 04	725 04	725 04	34 20		Land grant.

46039	San Francisco and Glen Ellen	Sonoma Valley R. R.	46.35	6	955 46	42 75	Pay allowed on 22.35 miles only.
46040	San Luis Obispo and Los Alamos	Pacific Coast Rwy.	54.30	6	2,422 87	44 82	
46041	San Luis Obispo and Port Harford	do	11.80	6	504 45	42 75	
46042	Mojave and Needles	Southern Pacific R. R.	240.46	6			Pay not fixed.
			3,313.61		502,648 57	58,010 25	
					560,658 82		

## D.—Steamboat service as in operation on the 30th of June, 1884.

No. of route.	State and termini.	Name of contractor.	Distance. <i>Miles.</i>	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
<b>MAINE.</b>								
88	Andover to Upper Dam .....	Charles A. J. Farrar .....	15	.....	6	<i>Dollars.</i> 250 00	<i>Dollars.</i> .....	From June 1 to September 30, partly by steamboat and partly by land.
89	Middle Dam to Errol, N. H. ....	do .....	17	.....	6	200 00	.....	In steamboats when practicable, and
91	Eastport to Lubec .....	Julius Wolf .....	3	.....	6	400 00	.....	Twelve times a week two and a half months, and six times a week five and a half months.
95	{ Bath to Booth Bay .....	{ Eastern Steamboat Company, H. W. Swanton, treasurer. ....	18	.....	.....	728 22	.....	Six times a week four months.
96	{ Wiscasset to Booth Bay .....	{ .....	20	.....	.....	500 00	.....	Once a week, with three additional weekly trips between Portland and Bar Harbor (138 miles) during season of summer travel (three and a half months.
97	{ Boston, Mass., to Eastport, Me. ....	{ Sanford Steamship Company, James Littlefield, superintendent. ....	320 324	.....	1	1,300 00	.....	
99	Portland to Chebeague Island .....	Nathan and Henry B. Cleaves, surtisees of Portland, Little Chebeague and Harpswell Steamboat Company, John S. Morris, president. ....	10	.....	6	599 00	.....	
100	Rangeley to Indian Rock .....	Charles W. Howard .....	10	737	6	200 00	4,177 22	Six times a week, June 1 to September 30.
<b>NEW HAMPSHIRE.</b>								
1096	Lakecside to Middle Dam, Me .....	Charles A. J. Farrar .....	17	.....	6	200 00	.....	From June 1 to September 30, partly in steamboats and partly by land.
1099	Weir's Bridge to Wolfborough .....	Lake Winnipisseegees Steamboat Company, E. J. Cole, president. ....	30	.....	6	650 00	.....	Six times a week four and two-thirds months, during season of navigation.
1100	{ Alton Bay to Centre Harbor .....	{ Boston and Maine Railroad Company, George C. Lord, president. ....	10 20	77	3	1,600 00	2,450 00	During season of navigation, June 19 to November 1, in each year.
<b>MASSACHUSETTS.</b>								
3095	New Bedford to Nonquitt .....	Nonquitt Hotel Company, George A. Bourne, trustee. ....	7	.....	13	300 00	.....	From June 20 to September 20, 1884.
3096	Boston to Hull .....	Hingham, Hull and Downer Landing Steamboat Company, George F. Cushing, treasurer. ....	15	.....	.....	200 00	.....	Six times a week six months.

3098	Wood's Holl to Nantucket.....	Nantucket and Cape Cod Steamboat Company, George Marston, president, Wilbur Kelley.....	30	.....	.....	7, 875 00	.....	Twelve times a week six months; six times a week six months.
3099	New Bedford to Cuttyhunk.....	.....	15	.....	.....	1, 400 00	.....	Six times a week three months; once a week nine months.
3100	New Bedford to Edgartown.....	New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer.....	34	6	2, 000 00	11, 775 00	.....	From June 27 to September 17, 1884, at \$103.75 for the period. Twenty-five times a week five months; eighteen times a week seven months. { Six times a week three months; three times a week nine months. } Six times a week three months.
4096	Watch Hill to Stonington.....	H. L. Ripley.....	5	7	103 75	.....	.....	From April 21 to December 1. Including all side service.
4099	Newport to Wickford Junction.....	Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent.....	15.4	.....	8, 947 57	.....	.....	Six trips per week for 4½ months, beginning at the rate of \$200 per month.
4100	{ Block Island to Newport.....	{ Martin V. Ball.....	30	.....	2, 445 00	.....	.....	Six trips per week for 6 months, including all side service.
	{ Newport to Providence.....	.....	30	80.4	.....	11, 149 32	.....	Six trips per week for 6 months and three trips per week for 6 months.
	NEW YORK.							
6764	Plattsburgh to Burlington.....	Champlain Transportation Company, Seneca Lake Steam Navigation Company,.....	24	6	1, 050 00	.....	.....	From June 27 to September 30, 1884.
6765	Geneva to Watkins.....	.....	43½	6	2, 313 83	.....	.....	From May 1 to December 31 six times a week on residue, and from January 1 to April 30 twice a week on 110 miles and once a week on the residue.
6766	Lake George to Fort Ticonderoga.....	Champlain Transportation Company.....	40	.....	833 00	.....	.....	
6768	Brooklyn to Jersey City.....	Brooklyn Annex Company.....	3½	36	1, 825 00	.....	.....	
6769	Sag Harbor to New London.....	New London and Long Island Steamboat Company.....	42	6	3, 000 00	.....	.....	
6853	Penn Yan to Hammondport.....	Kauka Navigation Company.....	21	.....	350 00	.....	.....	
6884	Canandaigua to Naples.....	Canandaigua Lake Steam Navigation Company.....	22	.....	500 00	.....	.....	
6941	Fisher's Island to New London.....	Thomas L. Hache.....	10	206	1, 000 00	10, 971 83	.....	
	MARYLAND.							
10090	Washington to Piney Point.....	Potomac Steamboat Company.....	110	6	600 00	.....	.....	
10092	Baltimore to Queenstown.....	Chester River Steamboat Company.....	40	3	375 00	.....	.....	
10094	Baltimore to Chestertown.....	Tolchester Steamboat Company.....	41	.....	175 00	.....	.....	
	Baltimore to Wilson's Wharf.....	Eastern Shore Steamboat Company.....	272	.....	4, 200 00	.....	.....	
10096	Baltimore to Saint Michael's.....	H. C. Dodson.....	71	3	468 00	.....	.....	
10097	Washington to Glymont.....	Thomas Adams.....	29½	6	2, 130 00	.....	.....	
10098	Baltimore to Benedict.....	Henry Williams.....	123½	2	1, 800 00	.....	.....	
10099	Baltimore to Frederick.....	Howard B. Ensign, president.....	200	2	1, 800 00	.....	.....	
10100	Baltimore to Cambridge.....	do.....	95	6	2, 400 00	13, 948 00	.....	

## D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11091	Newport News to Norfolk	Old Dominion Steamship Company	15		6	1,500 00		
11092	Franklin City to Chincoteague Island.	do	7		6	500 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	200		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	3,500 00		
11099	Norfolk to Richmond	L. B. Tatam	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	283½	723½	2	5,000 00	35,500 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Wheeling, Parkersburgh and Cincinnati Transportation Company, C. H. Booth, president.	92		6	8,000 00		
12099	Parkersburgh to Pomeroy	J. W. Williams and E. F. Maddy	87½	179½	6	7,800 00	15,800 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamestown	William Ellison	11		6	681 99		
13094	Elizabeth City to Fairfield	M. K. King	100		2	2,000 00		
13096	Norfolk to Manteo	Isaiah Cain	126½		3	4,350 00		
13097	Plymouth to Franklin, Va.	Zimri McDonald	128			5,036 43		
13098	Plymouth to Windsor	do	30		6	1,566 00		
13099	Wilmington to Smithville	Joseph Bisbee	28		6	1,559 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	434½	2	1,945 00	17,188 42	Six trips per week on 20 miles, and three trips per week on 108 miles.
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird	7½		14	962 00		
14100	Charleston to Edisto Island	Peter Toglio	43	50½	2	800 00	1,762 00	
	GEORGIA.							
15100	Brunswick to Saint Simon's Mills	U. Dart, jr.	8	8	6	475 00	475 00	

Year	Location	Owner	Value	Notes
18978	FLORIDA.			
18978	Jacksonville to Lake Worth.	W. A. L. Ostrander	1432	
18979	Jacksonville to Fort George.	H. T. Bays	26	
18980	New York to Galveston.	C. H. Mallory & Co.	2, 075	
18980	Palatka to Crescent City.	J. W. Beach and J. W. Miller	314	
18981	Cedar Keys to Key West.	John Miller	2884	
18982	Fernandina to Oakwell.	H. L. Hart, J. H. Smith, and John Richardson.	42	
18987	Jacksonville to Enterprise.	F. de Barry	20044	
18988	Chattahoochee to Apalachicola.	Samuel L. Whitealde	136	
			2, 962 7/8	
17083	ALABAMA.			
17083	Rome to Gadsden.	W. T. Smith	155	
17087	Mobile to Denopolis.	F. S. Stone	240	
17089	Mobile to Point Clear.	Edwin Baldwin	26	
			421	
18097	MISSISSIPPI.			
18097	English Lookout to Galesville.	J. Poitevent and J. A. Favre	244	
18099	Vicksburg to Fuisonia.	E. C. Carroll	209	
18100	Vicksburg to Greenwood.	do	2854	
			499	
19098	TENNESSEE.			
19098	London to Kingston.	N. S. Allison	30	
19099	Chattanooga to King's Creek.	J. P. and W. E. Kendrick	109	
			139	
20097	KENTUCKY.			
20097	Louisville to Evansville, Ind.	W. C. Hite	217	
20098	Evansville, Ind., to Cairo, Ill.	John S. Hopkins	202	
20099	Bowling Green to Evansville, Ind.	C. G. Smallhouse	198	
20100	Johnsonville, Tenn., to Waterloo, Ala.	W. G. Brown	148	
			765	
21098	OHIO.			
21098	Zanesville to Marietta.	K. M. Armstrong	75	
21099	Portsmouth to Cincinnati.	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.	1273	
21100	Huntington to Gallipolis.	William Bay.	454	
			2483	

112 a.w. on 27 m. 6 a.w. on 48 m.



## D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MICHIGAN.		Miles.	Miles.		Dollars.	Dollars.	
24095	An Gros to Standish .....	J. E. Mason .....	17	.....	6	485 77	.....	This is a curtailed steamboat route; this remnant runs on land.
24096	Mackinaw City to Mackinac .....	J. B. Colegrove .....	12	.....	6	2,460 00	.....	This service is six times a week, and as much oftener as boats may run.
24099	Bay City to Alpena .....	Daniel Cole and Ira F. Holt .....	126	155	6	6,405 00	9,350 77	This service is during season of navigation of each year, say 8 months.
	MISSOURI.							
28009	Saint Louis to Memphis (Tenn.) .....	J. A. Scudder .....	453	453	3	25,000 00	25,000 00	
	ARKANSAS.							
29093	Terreus, Miss., to Jacksonville .....	Edward C. Postal .....	300½	.....	1	440 00	.....	
29094	Memphis, Tenn., to Sunk Land .....	Orlo K. Joubin .....	323	.....	1	4,200 00	.....	
29095	Terreus, Miss., to Pine Bluff .....	G. H. Van Eiken .....	140	.....	2	6,700 00	.....	
29096	Arkansas City to Vicksburg, Miss. ....	J. A. Scudder .....	198½	.....	3	20,000 00	.....	
29097	Memphis, Tenn., to Arkansas City .....	John D. Adams .....	216	.....	3	24,000 00	.....	
29098	Memphis, Tenn., to Friar's Point, Miss. ....	James Lee, Jr. ....	111	.....	3	10,000 00	.....	
29099	Memphis, Tenn., to Elmot .....	do .....	97	1,476½	2	10,104 00	75,444 00	
	LOUISIANA.							
30091	Natchez, Miss., to Vicksburg, Miss. ....	James G. Stewart .....	100	.....	3	11,750 00	.....	Service twice a week from November 1 to April 30, and once a week the residue of year.
30092	Natchez, Miss., to Bayou St. La. ....	do .....	110	.....	3	12,950 00	.....	
30093	Monroe to Red River Landing .....	John W. Blanks, Joseph W. Carlton, and Edward Conery .....	285	.....	.....	18,500 00	.....	
30094	Lake Charles to Cameron .....	John Miller .....	55	.....	3	4,090 00	.....	Service three times a week from June 1 to September 30, and once a week the residue of year.
30095	Bayou Rouge to Bayou Sauv. ....	James G. Stewart .....	37	.....	6	8,950 00	.....	
30097	New Orleans to Houma Villa .....	Milton B. Muncy .....	115	.....	2	4,400 00	.....	
30098	New Orleans to Grand Isle .....	John F. Kranz .....	85	.....	.....	3,950 00	.....	
30099	New Orleans to Covington .....	William G. Coyle .....	59	.....	.....	3,600 00	.....	Service six times a week from May 1 to October 31, and three times a week the residue of year.

30100	New Orleans to Port Eads, with side supply from head of jetty to Pilot Town.	Noble L. McGinnis	79 37 12	..... ..... .....	6 2 1	22,719 16	90,000 16	(Service six times a week from New Orleans to Buras, three times a week from Buras to Port Eads, and once a week from head of jetty to Pilot Town.
31099	Morgan City, La., to Isabel, Texas.	Morgan's Louisiana and Texas Railroad and Steamship Company, Charles A. Whitney & Co., managers.	465	.....	.....	2,400 00	.....	Service twice a month, or as much often as steamships may run, at \$100 per round trip.
31100	Houston to Lynchburgh.	Leon F. Allen.	27	.....	3	800 00	3,000 00	.....
43091	Manklee to Mount Vernon.	W. K. Merwin.	50	.....	2	2,500 00	.....	.....
43092	Seattle to Squak.	H. N. Warr.	554	.....	2	2,700 00	.....	.....
43093	Seattle to Arto.	Emmett E. Hunt.	10	.....	1	2,400 00	.....	.....
43094	Port Townsend to Neah Bay.	F. B. Hastings and James Morgan.	97	.....	1	2,800 00	.....	.....
43095	Port Townsend to Sitka, Alaska.	Charles Goodall.	1,083	.....	.....	15,000 00	.....	Once a month.
43097	Port Townsend to Sinalumoo.	James Gillmore and Harry Lott.	140	.....	2	5,378 14	.....	.....
43098	Seattle to Sehome.	James C. Brittain.	27	.....	1	8,439 33	.....	.....
43099	New Tacoma to Port Townsend.	Oregon Railway and Navigation Company, H. Villard, president.	167	.....	3	29,700 00	.....	.....
44098	Myrtle Point to Bandon.	Olaff Reed.	40	.....	3	900 00	.....	.....
44099	Portland to The Dalles.	Oregon Railway and Navigation Company, H. Villard, president.	111	.....	6	7,487 00	.....	.....
44100	Portland to Astoria.	do.	82 38 20	..... ..... .....	3 3 2	5,000 00	.....	.....
46092	San Francisco to Stockton.	California Steam Navigation Company.	125	.....	6	2,000 00	.....	.....
46093	Eureka to Arcata.	G. W. R. Yocom.	8	.....	12	1,200 00	.....	.....
46094	Lakeport to Lower Lake.	R. T. Floyd.	224	.....	3	1,672 03	.....	.....
46095	San Francisco to Eureka.	Charles Goodall.	216	.....	1	6,500 00	.....	.....
46098	Tahoe to Tahoe.	W. W. Lapham.	76	.....	.....	4,485 24	.....	Six times a week one way from May 1 to October 30, and once a week the residue of each year.
46099	San Francisco to Sacramento.	Central Pacific Railroad Company.	171	.....	6	6,000 00	.....	Four trips a month.
46100	San Francisco to Portland, Oreg.	Oregon Railway and Navigation Co.	688	.....	.....	22,000 00	44,837 27	.....

E.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1884.

States and Territories.	STAR SERVICE.				STREAMBOAT SERVICE.				RAILROAD SERVICE.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
	Miles.	Miles.			Miles.	Miles.			Miles.	Miles.			Miles.	Miles.		
Maine.....	83		\$2,981										128,921		\$2,695	
New Hampshire.....	10		2,682		17		\$200				\$434		128,921		3,182	
Vermont.....	9		1,840						21		900		47,460		3,840	
Massachusetts.....	12	116	1,859		7	56	450						17,472	107,735		
Rhode Island.....			955						30			\$1,006				\$27
Connecticut.....	1		74											3,204		
New York.....	61	11,181									744		30,570		818	
New Jersey.....	13	1,377			50		3,818		365		121,923		1,209,267		136,922	
Pennsylvania.....	144	5,377							185		4,706		1,444,596		7,863	
Delaware.....	36	4,555							18		28,286		138,007		3,683	
Maryland.....	10	5,547			12		2,225		85		1,641		15,832		2,188	
Virginia.....	24	5,807							10		1,530		17,960		2,490	
West Virginia.....	47	4,816							29		10,175	1,841	290,158		3,097	
North Carolina.....	178	7,016			62		395		129		10,175	537	242,341		10,071	
South Carolina.....	268	2,747					400		53		3,371		141,856		6,871	
Georgia.....	209	2,730							173		28,792		30,000		27,532	
Florida.....		549	\$10,493	34			777		210		13,486		8,317		2,216	4,973
Alabama.....		416	3,485						34		41,512		79,857			
Mississippi.....		331							364		41,512		395,084		40,778	
Tennessee.....	291	4,030							68		2,128		245,358		7,107	
Kentucky.....	245	1,100							100		1,047		210,521		7,107	
Ohio.....	60	4,053							100		1,047		210,521		7,107	
Illinois.....		382	1,520						107		3,837		18,280		8,280	
Indiana.....		368	23,550						107		11,810		11,310		13,239	
Michigan.....		294	25,526						167		104,810		2,466,714		127,398	
Wisconsin.....		243	20,865		480		6,040		68		97,090		1,398,777		103,375	
Minnesota.....	34	201	12,809						470		103,090		1,037,650		193,375	
Iowa.....		201	12,809						571		136,794		1,295,276		161,849	
Missouri.....		145	31,081						273		171,045		2,103,626		194,774	
Arkansas.....	40			1,048					348		173,505		1,405,293		207,586	
Louisiana.....		91		3,320	198		13,980		18		9,896	39,562	4,629	282,421	7,941	50,832
Texas.....		345	14,071						706		10,589		608,511		21,608	
Indian Territory.....	86		2,204										6,500		1,298	
Kansas.....		238	3,204						322		12,975		351,063		28,179	
Nebraska.....		355	2,440						169		12,925		109,093		20,208	
Dakota Territory.....	1,204		40,724						143		13,477		515,226		54,201	

	75	98	37	48,778	98
Montana Territory	57	23,044	187	310,550	23,044
Wyoming Territory	327	25,675	346	588,087	52,181
Colorado	37	10,426	269	6,179	16,505
New Mexico Territory	101	22,582	58	2,872	26,741
Arizona Territory	223	10,478	58	144,073	7,606
Utah Territory	38	12,887	58	118,234	12,887
Idaho Territory	187	15,654	149	251,945	25,086
Washington Territory	132	21,381	250	196,040	26,855
Oregon	209	10,449	143	24,171	10,449
Nevada	105	5,103	135	173,000	2,111
California	152	1,600	8,246	85,680	1,600
Alaska	345				
Total	4,526	4,612	29,711	46,418	85,206
Increase		86	6,932	16,272	1,464,218
Decrease			11,048		

## REPORT OF THE POSTMASTER-GENERAL.

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1884.

States and Territories.	Star routes.			Railroad routes.			Steamboat routes.			Totals for the year.		
	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.
Alabama.....	\$4,293 67	\$70 90	\$48 25	\$157 38	\$20 12	\$2 00	\$322 07	\$123 30		\$4,683 12	\$224 22	\$50 25
Arkansas.....	4,353 03	30 05	65 61	851 28	1 60	5 00	5,060 80	55 62		8,295 12	87 47	188 85
Arizona Territory.....	3,704 13	434 17	13 00	1,388 08						5,352 12	434 17	15 00
California.....	4,844 17	282 06	1,312 30	3,012 48			21 21			7,872 73	242 06	1,312 30
Colorado.....	3,839 12	18 35	74 00	4,503 44	285 06					8,349 58	313 61	78 50
Connecticut.....	30 98	3 39	13 50							36 08	3 09	18 50
Dakota Territory.....	4,775 32	62 52	128 61	5,261 35	40 25					7,036 67	102 77	128 61
Delaware.....	16 20	10 06								16 20	10 06	
District of Columbia.....	534 05	15 21	5 00	29 59	4 29					4,929 85	108 34	108 34
Florida.....	1,033 67	214 59	18 00	610 25	86 35	5 00				1,663 32	96 06	23 00
Georgia.....	1,586 59	29 53	101 37	2,574 84	195 35					1,466 52	214 59	
Illinois.....	1,225 33	59 05	23 85	4,169 51	3,327 84			\$73 30		5,698 17	224 88	101 37
Indiana.....	1,808 23	18 17	23 00	5 43						3,377 87	23 85	23 85
Iowa.....	1,594 70	505 51	47 06	5,558 40	97 40					7,167 16	18 97	44 06
Kansas.....	2,857 08	34 28	34 00	1,707 22	708 48	2 00				4,165 01	602 91	54 06
Kentucky.....	4,310 93	435 13	248 16	1,861 33	844 16					1,157 97	1,400 72	248 16
Louisiana.....	2,920 28	231 25	186 00	2,501 40	745 07	15 00				8,988 09	1,222 40	225 13
Maine.....	314 30			106 49						4,453 87		
Maryland.....	695 30	32 48	168 94	717 65	204 66					2,804 82	237 14	185 94
Massachusetts.....	1,735 13	39 57	11 00	672 05						2,980 35		11 00
Michigan.....	1,735 87	341 76	71 79	733 88	28 48	5 00				5,532 75	69 05	71 79
Minnesota.....	1,335 54	46 26	112 24	8,006 38	749 88					1,091 64	1,091 64	43 24
Mississippi.....	3,633 17	446 62	442 80	244 92	6 83					5,982 70	105 00	112 24
Missouri.....	3,338 17	446 62	442 80	5,261 29	1,860 89					2,310 51	2,310 51	464 80
Montana Territory.....	2,316 17	1,276 27	48 00	50 31	3 59					2,988 48	1,281 86	25 00
Nebraska.....	2,018 09	49 25	95 00	1,262 39	20 88					3,091 40	70 13	65 00
Nevada.....	715 69	148 29	30 00	375 97	5 86					3,021 87	164 15	30 00
New Hampshire.....	171 43		7 20	1 00						1,179 16	1 87	7 20
New Jersey.....	25 00		25 00	1,188 35	12 75					1,214 12	12 75	
New Mexico Territory.....	1,351 84	12 25		3,267 59	2 59					4,569 43	2 99	25 00
New York.....	914 31	41 15	9,124 28	1,698 51	8 35	4 00				3,019 77	53 41	9,128 28
North Carolina.....	2,385 02	60 12	228 31	8,252 37	4,847 19	3 00				3,019 77	47 20	2 61
Ohio.....	264 43	170 50	54 08	8,252 37	24 52					11,302 88	4,907 81	246 51
Oregon.....	788 02	138 06	170 50	825 30	24 52					2,211 29	162 86	170 50
Pennsylvania.....	1,106 03	89 63	308 32	619 43	67 34	1 00				1,725 46	156 97	309 32

	17 75	1 00	1 00	1 00	40 80	58 61	1 00
Rhode Island	604 20	7 24	14 50	20 11		627 31	7 24
South Carolina	2 483 01	40 605	29 00	42 01	82 42	3 211 94	14 50
Connecticut	7 761 72	683 11	587 16	1 790 38	174 82	9 552 10	215 48
Delaware	7 761 72	683 11	587 16	1 790 38	73 84	9 552 10	42 01
District of Columbia	689 33	139 58	3 60	1 213 02	8 00	766 75	595 16
Florida Territory	215 73	139 58	5 00	12 14	5 00	1 927 35	8 00
Georgia	2 583 34	316 22	106 43	842 85	277 87	2 907 87	10 00
Virginia	2 876 45	57 00	53 00	35 36	1 832 14	4 309 33	351 58
Washington Territory	2 178 38	65 80	57 00	53 00	1 372 76	2 062 21	118 44
West Virginia	1 532 18	48 32	120 14	61 26	1 919 72	4 218 24	5 04
Wisconsin	1 532 18	254 17	77 50	39 00	13 05	2 460 47	58 32
Wyoming Territory	2 072 75	59 90	569 59	928 29	5 00	2 254 17	77 50
						2 072 75	59 90
Total	92 506 76 6 986 28	14 743 17 6 082 59	71 132 58	14 565 37	80 00	82 39	30 470 50
						626 90	440 61
						194 109 84	22 178 55
						15 263 75 6 164 98	

## RECAPITULATION:

Total deductions	\$104,109 84
Total fines	15,253 78
Total deductions and fines	209,373 62
Remissions on deductions	\$32,178 55
Remissions on fines	6,164 98
Net deductions and fines (mail service)	181,030 09
Net fines imposed on and deductions made from pay of railway mail-service employees during year	4,016 49
Net fines imposed on and deductions made from pay of mail messengers during year	1,352 66
Total during year	186,399 24

G.—Table showing the weight of the mails, the speed with which they are conveyed, the accom on railroad routes in States in which the contract term expired June 30, 1884; and also ment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway lines or line; m., miles. A number followed by an asterisk (\*) shows the equivalent in round trips.

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
1	N. Y.	6052	Buffalo, Elyria .....	Lake Shore and Michigan Southern Railway.	208.70	28	2,670,965	89,031
2	N. Y.	6052	Buffalo, Chicago .....	do .....	540	28	1,074,633	65,821
3	N. Y.	6052	Millbury, Toledo .....	do .....	8	28	2,539,582	84,652
4	Ohio	21007	Elyria, Millbury .....	do .....	74.90	28	1,047,878	34,928
5	N. Y.	6052	Elkhart, Chicago .....	do .....	101.30	28	2,019,064	67,301
6	Ohio	21032	Columbus, Pittsburgh ..	Pittsburgh, Cincinnati and Saint Louis Railway.	193.75	35	1,849,682	61,656
7	Ohio	21015	Columbus, Indianapolis ..	Chicago, Saint Louis and Pittsburgh Railroad.	188.55	31	1,276,445	42,547
8	N. Y.	6052	Toledo, Elkhart .....	Lake Shore and Michigan Southern Railway.	142.7	28	1,134,930	37,830
9	Ind	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis Railroad.	74.39	35	1,226,243	40,874
10	Ind	22044	Terre Haute, East Saint Louis.	do .....	166.69	35	1,149,039	38,301
11	Ill	23035	Chicago, Milwaukee ....	Chicago, Milwaukee and Saint Paul Railway.	86.18	34.13	1,318,474	43,949
12	Ohio	21045	Toledo, Elkhart .....	Lake Shore and Michigan Southern Railway.	134.48	28	972,386	32,412
13	Ill	23007	Chicago, Burlington ....	Chicago, Burlington and Quincy Railroad.	206.48	39	1,638,656	54,621
14	Ill	23015	Chicago, Davenport ....	Chicago, Rock Island and Pacific Railway.	182.92	25	288,020	9,600
15	Cal	46001	San Francisco, Ogden City.	Central Pacific Railroad ..	834.03	21	562,642	18,754
16	Ohio	21002	Pittsburgh, Chicago ....	Pennsylvania Company ...	468.20	28	764,982	25,499
17	Wis	25002	Milwaukee, La Crosse ..	Chicago, Milwaukee and Saint Paul Railway.	197.95	32	1,055,015	35,167
18	Ill	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwest-ern Railway.	490.14	23	259,273	8,642
19	Ohio	21014	Columbus, Cincinnati ...	Pittsburgh, Cincinnati and Saint Louis Railway.	120.05	30	608,438	20,281
20	Minn	26013	Minneapolis, La Crosse ..	Chicago, Milwaukee and Saint Paul Railway.	142.57	38	850,808	28,360
21	N. Y.	6052	Elyria, Millbury .....	Lake Shore and Michigan Southern Railway.	79.3	28	1,514,766	50,492
22	Ky	20004	Cincinnati, Louisville ..	Louisville and Nashville Railroad.	110.50	26	586,453	19,548
23	Mich	24006	Detroit, Chicago .....	Michigan Central Railroad.	285.10	30.34	501,411	16,713

*modations for mails and agents, the trips per week, and the rates of pay per mile per annum in other States and Territories, the returns having been obtained with a view to the readjust-1878.*

post-office; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; q. l., quadruple line;

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.
		Dollars.	Dollars.	
r. p. o., 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 40 by 9, 1 l.	33.56*	945 63	330 00	183.76 m. at \$330. 25.5 m. at \$365.62. 30 days from Mar. 19, 1884. Part 1. 0.56 mile decrease.
-----	33.56*	945 63	-----	30 days from Mar. 19, 1884. Whole; see parts.
r. p. o., 17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	889 20	365 62	Part 3. 30 days from Mar. 19, 1884.
r. p. o., 17 by 8, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	23.5*	725 04	210 31	.04 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 38 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	713 93	352 50	Part 5. 30 days from Mar. 19, 1884. 0.28 m. increase.
r. p. o., 60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5*	637 83	275 00	.11 m. decrease. 30 days from March 19, 1884.
r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07*	468 54	175 00	.52 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 38 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	33.56*	460 85	162 50	Part 4. 30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. c. 3 l.; storage cars. 40 by 8.7, 1 l.; apt. 16 by 9.2, f. f. 1 l.	26	444 60	175 00	30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. f. c.; storage cars. 40 by 8.7; apt. 16 by 9.2, f. f.; 60 ft. 3 l.; 40 ft., 1 l.	20	444 60	175 00	Do.
r. p. o., 60.2 by 9.4, 3 l.; 49.3 by 8.3, 1 l. (40 ft. authorized).	36.54	415 53	125 00	30 days from Apr. 16, 1884.
r. p. o., 48.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 3 l.	23.2*	401 00	190 00	30 days from Mar. 19, 1884. .13 m. increase.
r. p. o., 60 by —, 2 l.; 52 by —, 1 l.; 51 by —, 1 l. add'l to Galesburg, 163 m.; 40 by —, 1 l. add'l to Aurora, 37 m.	39.12*	389 03	105 00	30 days from Apr. 16, 1884. 164.4 m. r. p. o. at \$80.
r. p. o., 1 l. 49.4 by 9.4; 1 l. 50 by 9.4, f. f., c.	22.28	377 06	65 00	30 days from April 16, 1884.
r. p. o., 35.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ , 1 l.; 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.); 1 l. add'l to Port Costa; r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.); 1 l. add'l between Sacramento and Roseville.	9.68*	360 81	75 00	783.62 m. r. p. o. at \$50. 30 days from Apr. 16, 1884.
50 by 8.4, 1 l.; 20 by 8.6, 1 l. (40 ft. authorized).	30*	356 54	35 00	279.50 m. r. p. o. at \$25. 30 days from March 19, 1884.
r. p. o., 60.2 by 9.4, f. f., d. l.; 60 by 9.4, 1 l.; 49.3 by 9.3 (40 ft. auth.), betw. Milwaukee and Portage.	22.73*	352 26	125 00	104.87 m. r. p. o. at \$100. 30 days from Apr. 16, 1884.
r. p. o., 50 by 9.5, d. l.	17.58	312 93	65 00	273.82 m. at \$250.35 (l. g.) for transportation. 273.82 m. at \$50, for r. p. o. cars. 30 days from Apr. 16, 1884.
r. p. o., 60 by 8.6, f. f. c., 2 l.; apt. 20 by 8.9, f. f., s. l.	28.18*	298 40	100 00	.11 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 60.2 by 9.4, 2 l.; 60 by 9.4, 1 l.	22.50*	293 27	50 00	30 days from Apr. 16, 1884.
r. p. o., 17.8 by 9, $\frac{1}{2}$ l.; 40 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l. out and 60 by 9, 4 l. in.	33.56*	287 28	155 31	30 days from Mar. 19, 1884. Part 2.
r. p. o., 45 by 9, f. f. c., d. l. on 104.70 m.; apt. 10 by 7.2, f. f., s. l.	25.81*	280 44	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 1 l. 44 by 9; 1 l. 50 by 9; apt. 3 l. 16.1 $\frac{1}{2}$ by 8.3 $\frac{1}{2}$ , av. Detroit to Wayne Junction; 2 l., 14.2 $\frac{1}{2}$ by 8, av. Wayne Junction to Jackson; 1 l., 17.4 by 9, av. Niles to Chicago.	34.94*	269 33	65 00	30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
24	Ind	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	64.90	30	643,284	21,442
25	Iowa	27014	Davenport, Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Railway.	317.95	23½	144,807	4,827
26	Ind	22029	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago Railroad.	72.75	30	607,180	20,239
27	Ky	20005	Louisville, Nashville.	Louisville and Nashville Railroad.	185	29	508,432	16,947
28	Ohio	21028	Cincinnati, Parkersburg.	Cincinnati, Washington and Baltimore Railroad.	195.15	30	736,173	24,538
29	Ind	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	111.50	30	544,627	18,154
30	Ky	20017	Cincinnati Junction (n. o.), Sax.	Louisville and Nashville Railroad.	4.50	18	504,669	16,822
31	Ill	23010	Galesburg, Quincy.	Chicago, Burlington and Quincy Railroad.	101.09	25	819,437	10,647
32	Ohio	21042	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	244.6	25	413,669	13,788
33	Ill	23001	Chicago, Milwaukee.	Chicago and Northwestern Railway.	85.37	30	258,768	8,625
34	Iowa	27005	Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy Railroad.	291.48	24	1,110,957	37,031
35	Ohio	21010	Chicago, Newark.	Baltimore and Ohio Railroad.	88.79	34	206,601	6,889
36	Ohio	21010	Sandusky, Newark.	Baltimore and Ohio Railroad.	116.79	34	163,232	5,441
37	Wis	25010	Caledonia, Winona Junction (n. o.).	Chicago and Northwestern Railway.	189.52	26	235,474	7,849
38	Ohio	21001	Bellaire, Newark.	Central Ohio Railroad.	105.47	34	217,856	7,261
39	Ohio	21001	Bellaire, Columbus.	do	138.47	34	172,548	5,751
40	Ill	23054	Chicago, Lanark Junction (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	27	208,933	6,964
41	Ohio	21019	Toledo, Quincy.	Wabash, Saint Louis and Pacific Railway.	473.99	25	337,288	11,242
42	Ky	20008	Bowling Green, Memphis.	Louisville and Nashville Railroad.	262.67	23	230,810	7,693
43	Ga	15001	Atlanta, Air Line Junction (n. o.).	Richmond and Danville Railroad.	268.03	30	287,872	9,595
44	Wis	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Railway.	29.82	25	182,155	6,071
45	Wis	25009	Chicago, Fort Howard.	do	242.70	24	191,201	6,373
46	N. C	13002	Weldon, Wilmington.	Wilmington and Weldon Railroad.	162.07	35	338,747	11,291
47	Ohio	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio Railroad.	271	30	147,920	4,930
48	Ind	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi Railway.	338.20	30	556,656	18,554
49	Ohio	21016	Galion, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	204.07	30	176,469	5,882
50	Miss	18001	New Orleans, Cairo.	Illinois Central Railroad.	550.80	24	129,539	4,317
51	Cal	46003	Roseville, Redding.	Central Pacific Railroad.	151.74	23	81,703	2,723
52	Ga	15002	Atlanta, Chattanooga.	Western and Atlantic R. R.	138.47	24	241,754	8,067
53	Ga	15009	Savannah, Jacksonville.	Savannah, Florida and Western Railway.	171.50	31	223,276	7,442
54	S. C	14002	Columbia, Wilmington.	Wilmington, Columbia and Augusta Railroad.	193	35	203,450	6,781
55	Tenn	19004	Nashville, Chattanooga.	Nashville, Chattanooga and Saint Louis Railway.	151	30	141,133	4,704
56	Tenn	19002	Bristol, Chattanooga.	East Tennessee, Virginia and Georgia Railroad.	242.17	30	196,632	6,520

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
50 by 9.5, 1 l.; 40.4 by 9.5, 1 l. ....	21.68*	267 62	65 00	30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.4, f. f., d. l.; 50 by 9.4, d. l.	16.86	259 24	65 00	264 m. for \$50. All land grant. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l., 40.4 by 9.5, 1 l.	14.8*	253 08	65 00	30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., d. l.; apt. 17.7 by 9.6, f. f., a. l.	23.3*	251 37	60 00	.77 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l.; apt. 13 by 7.4, a. l.	30*	247 95	80 00	30 days from Mar. 19, 1884.
50 by 9.5, 1 l.; 40.4 by 9.5, 2 l. ....	33.05*	240 26	90 00	Do.
r. p. o. 45 by 9, f. f. c., d. l. ....	17*	238 55	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 51.3 by 8.9, 1 l.; 39.3 by 8.9, 1 l. (40 ft. auth.).	20	224 87	50 00	30 days from Apr. 16, 1884.
r. p. o. 40 by 9.2, f. f. c., t. l. for 80 m., d. l. residue; apt. 22 by 8.1, f. f., a. l.	27.63*	224 01	75 00	164.34 m. r. p. o. at \$50. .26 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, d. l. (35 ft. auth.).	32	214 61	44 00	30 days from Apr. 16, 1884.
r. p. o. 60.8 by 9.3, d. l.; 52 by —, 1 l.	18.62*	203 83	79 13	275 m. at \$203.83 (l. g.); 16.48 m. at \$254.79 for transportation. 30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., a. l.; apt. 20 by 9, f. f., a. l.	17.55*	201 78	40 00	Part.
r. p. o. 50 by 8, f. f. c., a. l.; apt. 20 by 9, f. f., a. l.	17.55*	201 78	40 00	.09 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l.; apt. 36 by 9.5, 1 l.	20	200 93	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., a. l. ....	20.54	194 94	40 00	Part.
r. p. o. 50 by 8, 1 l. between Bell- aire and Newark, 105.47 m.; apt. 20 by 9, a. l. res.	20.54*	194 94	40 00	33 m. at \$102.60 for trans.; 56 m. decrease. 30 days from March 19, 1884. See parts.
r. p. o. 39.4 by 9.4, 2 l. (none auth.); apt. 23.7 by 9.3, 1 l.	18	193 23	.....	30 days from Apr. 16, 1884.
r. p. o. 50 by 9, f. f. c., d. l. for 122.40 m.; a. l. res.; apt. 36 by 9.6, f. f., a. l.	14.14*	191 52	80 00	.55 m. decrease; \$40 per mile for r. p. o. cars on 352.14 m.; 30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., a. l. ....	14	186 39	30 00	.53 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.3, f. f. c., d. l. ....	14	183 83	80 00	1.30 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, f. f., 1 l.; apt. 36 by 9.5.	13	183 83	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. to Harvard, 62.70 m.; 36 by 9.5, 1 l. to Har- vard; 1 l. res.; 80 m.	17.43	182 97	80 00	66 m. at \$146.37 (l. g) for transportation; 180 m. at \$40 for r. p. o.; 30 days from Apr. 16, 1884.
r. p. o. 50.3 by 8.10, 2 l. ....	17.5*	179 55	80 00	30 days from Mar. 16, 1884.
r. p. o. 50 by 8.8, f. f. c., a. l. ....	20	179 55	40 00	.03 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l. ....	20.4*	177 84	70 00	.40 m. decrease. 30 days from Mar. 19, 1884.
40 by 9.4, f. f., a. l. ....	21.31*	174.42	25 00	30 days from Mar. 19, 1884.
r. p. o. 45 by —, f. f. c., a. l. (40 ft. cars auth.).	14	171 86	25 00	.33 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ , 1 l. (40 ft. auth.).	8.81*	170 15	25 00	30 days from Apr. 16, 1884.
r. p. o. 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l. (2 lines of 40 ft. auth.).	21	169 29	90 00	30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l. ....	14	168 44	63 00	1.25 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50.3 by 8.10, f. f. c., d. l. ....	14	163 87	80 00	83 m. at \$68.40 for transportation r. p. o. on 110 m. only. 30 days from Mar. 19, 1884.
r. p. o. 20 by 9.2, f. f., a. l. ....	20	165 87	12 50	30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9 (av.), d. l. ....	15.18*	163 31	50 00	Do.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
57	Mich.	24001	Toledo, Detroit .....	Lake Shore and Michigan Southern Railway.	64.90	22.26	Pounds. 139,048	Lbs. 4,634
58	S. C.	14005	Charleston, Florence....	Northeastern Railroad....	102	31	249,803	8,326
59	Mich.	24028	Detroit, Fort Gratiot....	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	58.65	22.71	71,699	2,389
60	Mich.	24035	Toledo, Detroit .....	Michigan Central Railroad.	59.50	27.36	163,089	5,436
61	Ind.	22007	New Albany, Indianapolis.	Pennsylvania Company....	114.04	.....	117,532	3,917
62	Ohio	21006	Cleveland, Wellsville .....	do .....	101.29	.....	251,239	8,374
63	Pa.	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie Railroad.	70.93	23	104,279	3,475
64	S. C.	14004	Charleston, Savannah....	Charleston and Savannah Railway.	115	30	215,754	7,191
65	Oreg.	44001	Portland, Julia .....	Oregon and California Railroad.	263.43	17½	66,147	2,204
66	Ga.	15004	Augusta, Atlanta .....	Georgia Railroad .....	171.59	24½	81,821	2,727
67	Utah	41003	Ogden City, Butte City ..	Union Pacific Railway....	417.27	17	67,017	2,233
68	Ga.	15012	Macon, Atlanta .....	Central Railroad and Banking Company.	103.83	25	150,415	5,013
69	Minn.	26004	East Saint Cloud, Saint Vincent.	Saint Paul, Minneapolis and Manitoba Railway.	316.69	22	111,929	3,730
70	Mich.	24013	Detroit, Mackinaw City ..	Michigan Central Railroad.	290.22	21	58,732	1,957
71	Ga.	15018	Waycross, Albany .....	Savannah, Florida and Western Railway.	163.11	25	32,237	1,074
72	Ga.	15036	Dupont, Branford .....	do .....	72.62	20	5,884	196
73	Mich.	24027	Detroit, Grand Haven ..	Detroit, Grand Haven and Milwaukee Railway.	189.06	24.19	91,140	3,038
74	Ky.	20020	Cincinnati, Chattanooga.	Cincinnati, New Orleans and Texas Pacific Railway.	338.20	28	142,883	4,762
75	Ohio	21026	Cincinnati, Dayton .....	Cincinnati, Hamilton and Dayton Railroad.	59.38	28	167,314	5,577
76	Oreg.	44005	Portland, Wallula .....	Oregon Railway and Navigation Company.	214.80	18	197,892	6,596
77	Ohio	21023	Dayton, Toledo .....	Dayton and Michigan Railroad.	142.61	28	124,251	4,141
78	Oreg.	44001	Portland, Ashland .....	Oregon and California Railroad.	342.69	14	49,394	1,646
79	Mich.	24015	Monroe, Ludington .....	Flint and Pere Marquette Railroad.	254.41	30	79,619	2,653
80	Mich.	24010	Jackson, Grand Rapids ..	Michigan Central Railroad.	94.72	23.43	58,760	1,958
81	Ill.	23005	Rock Island, East Saint Louis	Chicago, Burlington and Quincy Railroad.	245.52	23	68,381	2,279
82	Nebr.	34002	Plattsmouth, Kearney ..	Burlington and Missouri River Railroad, in Nebraska.	191.11	21	118,944	3,964
83	Wis.	25011	Kenosha, Rockford .....	Chicago and Northwestern Railway.	72.40	11	67,693	2,256
84	N. C.	13007	Charlotte, Augusta .....	Charlotte, Columbia and Augusta Railroad.	192.56	21	62,469	2,082
85	Mich.	24017	Detroit, Howard City....	Detroit, Lansing and Northern Railroad.	160.72	23	63,220	2,107
86	Mont.	36001	Silver Bow, Garrison ...	Utah and Northern Railway.	44.32	21	55,010	1,833
87	Ind.	22012	Evansville, Terre Haute.	Evansville and Terre Haute Railroad.	110.31	27	73,634	2,454
88	Ind.	22018	Indianapolis, Peoria .....	Indiana, Bloomington and Western Railway.	213.02	25	82,282	2,742
89	Ohio	21013	Columbus, Delaware....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	25.51	25	62,301	2,076

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. 36 by 9.4, Toledo to Detroit; apt. 20 by 8.10 $\frac{1}{2}$ , Monroe to Toledo.	23	161 60	.....	30 days from Mar. 19, 1884.
r. p. p. 49.10 by 9.10, f. f. c., d. l.; apt. 42.9 by 8 f. f.	14	160 74	50 00	Do.
r. p. o. (apt.) 23 by 8	18 93*	158 18	.....	Do.
r. p. o. (apt.) 12 by 8.8, a. l.	26	155 61	.....	Do.
14.8 by 8.5, f. f., d. l.	26 03*	155 61	.....	.73 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 21.5 by 9.4 (av.), f. f., a. l.	19.9*	150 48	25 00	.61 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.8 by 9.2, 1 l.	26	149 63	.....	30 days from Mar. 19, 1884.
r. p. o. 49.10 by 9, f. f. c., 1 l. 39.10 by 9.3, f. f. c.; 1 l. 20.5 $\frac{1}{2}$ by 8.10 $\frac{1}{2}$	14	147 06	65 00	Do.
	7 83*	144 50	.....	30 days from Aug. 16, 1883.
r. p. o. 21.2 by 8.8 (av.), f. f. c., d. l.	21	143 64	25 00	1 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 7.5 $\frac{1}{2}$ (not auth.), 1 l. to Silver Bow, 409.80 m.; no apt. residue, 7.47 m.	7	138 51	.....	30 days from Apr. 16, 1884.
20 by 8.10, f. f., a. l.	14	136 80	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9, f. f., a. l. (not auth.)	9 18*	136 80	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), av., 15.11 by 9.1, d. l. 108 m., a. l. res.	12 36*	136 80	.....	182.44 m. at \$100.04. 30 days from Mar. 19, 1884.
17.6 by 9, f. f., a. l.	12 49*	135 95	.....	.57 m. increase. 128.24 m. at \$55.58. 30 days from Mar. 19, 1884.
17.6 by 9.1, f. f., a. l.	7	135 95	.....	.17 m. increase. 30 days from Mar. 19, 1884.
22.4 by 8.5 (av.), d. l. 157.50 m., a. l. residue.	22 69	135 09	.....	30 days from Mar. 19, 1884.
24.1 by 9.1, f. f., a. l.	16 84*	134 24	.....	.70 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 20 by 8.7, f. f., d. l.	37 28*	131 53	.....	1.03 m. decrease. 30 days from Mar. 19, 1884.
19.2 by 9, f. f., a. l.	7	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. 20 by 8.7, f. f. c., a. l.	19 55*	130 82	12 50	.84 m. decrease. 30 days from Mar. 19, 1884.
20.5 $\frac{1}{2}$ by 8.10, f. f., a. l.	7 41*	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10 $\frac{1}{2}$ , d. l. 210.57 m., a. l. res.	16 87	129 96	.....	171.06 m. at \$103.96 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.7 by 8.6 (av.), d. l.	25	129 96	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 19.3 by 9, f. f.	15 22*	129 11	.....	30 days from Apr. 16, 1884.
r. p. o. 39.2 by 9.1, 1 l. between Oreopolis Junc. (n. o.) and Hastings, 147.50 m.	14 47*	128 25	25 00	\$25 per m. r. p. o. for 147.50 m. 30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. (1 l. auth.), apt. 12.6 by 7.2.	11 40*	128 25	40 00	30 days from Apr. 16, 1884.
20.7 by 9, f. f., a. l.	10 09*	128 25	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 8.11 (av.)	17 28*	126 54	.....	Do.
r. p. o. 40 by 7.5 $\frac{1}{2}$ , 1 l. (not auth.)	7	120 56	.....	30 days from Apr. 16, 1884.
17.4 by 8.8, f. f., a. l.	17 03*	118 85	.....	.14 m. decrease. 30 days from Mar. 19, 1884.
19.4 by 8.6, f. f., a. l.	15 09	113 72	.....	30 days from March 19, 1884.
9.6 by 9.1, f. f., a. l.	20	113 72	.....	.19 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
90	Mich	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern Railway.	96.32	24.78	52,828	1,760
91	Ohio	21003	Pittsburgh, Bellaire....	Pennsylvania Company...	94.8	30	149,610	4,986
92	Tenn	19006	Nashville, Decatur....	Louisville and Nashville Railroad.	120.10	26	100,510	3,350
93	Ky	20002	Covington, Lexington...	Kentucky Central Railroad.	98.86	.....	73,814	2,460
94	Nebr	34004	Omaha, Orecopolis Junction (n. o.).	Omaha and Southwestern Railroad.	16.60	20	78,518	2,617
95	Ohio	21051	Columbus, Coal Grove...	Scioto Valley Railway....	132	.....	57,400	1,913
96	Fla	16018	Jacksonville, Palatka...	Jacksonville, Tampa and Key West Railway.	56.21	26	48,211	1,607
97	Minn	26006	Saint Paul, Breckenridge	St. Paul, Minneapolis and Manitoba Railway.	216.88	24	109,999	3,666
98	Oreg	44005	Portland, Wallula.....	Oregon Railway and Navigation Company.	214.80	20	65,450	2,181
99	Minn	26005	Breckenridge, Fargo...	St. Paul, Minneapolis and Manitoba Railway.	53.27	23	80,945	2,698
100	Wis	25016	Milwaukee, Crivitz.....	Milwaukee and Northern Wisconsin and Michigan Railroads.	166.49	24	36,746	1,224
101	Iowa	27078	Pacific Junction, Plattsmouth.	Chicago, Burlington and Quincy Railroad.	6.89	20	142,967	4,765
102	Ohio	21005	Cleveland, Sharpsville..	New York, Pennsylvania and Ohio Railroad.	84.37	30	114,449	3,814
103	Iowa	27028	Savanna, U. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Railway.	351.18	23	52,791	1,759
104	Fla	16006	Jacksonville, Lake City.	Florida Central and Western Railroad.	60.32	25	30,345	1,011
105	Mich	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Railway.	179.45	23	75,878	2,529
106	Ohio	21001	Newark, Columbus.....	Central Ohio Railroad....	33	34	28,385	946
107	Ala	17005	Memphis, Chattanooga.	Memphis and Charleston Railroad.	310.40	.....	66,600	2,220
108	Mich	24009	Jackson, Bay City.....	Michigan Central Railroad.	114.81	21.81	42,718	1,423
109	Wis	25016	Milwaukee, Dickinson...	Milwaukee and Northern Wisconsin and Michigan Railroads.	155.40	22½	45,650	1,521
110	Ky	20016	Lexington, Huntington.	Chesapeake and Ohio Railway.	140.20	.....	39,002	1,300
111	Mich	24021	Grand Rapids, La Crosse	Chicago and West Michigan Railway.	154.54	20.21	54,880	1,829
112	Mich	24052	Pent Water, Muskegon.	do.....	45.13	15	13,295	443
113	Ky	20069	Louisville, Memphis....	Chesapeake, Ohio and Southwestern Railroad.	389.40	21	28,458	948
114	Ind	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Railway.	73.29	27	44,359	1,477
115	Ohio	21034	Salamanca, Dayton.....	New York, Pennsylvania and Ohio Railroad.	389.21	30	61,216	2,040
116	Colo	38012	Salida, Ogden City.....	Denver and Rio Grande Railway.	555.64	17	38,444	1,281
117	Mich	24048	East Saginaw, Bay City.	Flint and Pere Marquette Railroad.	13.21	25.22	39,019	1,300
118	Dak	35005	Fargo, Neche.....	St. Paul, Minneapolis and Manitoba Railway.	158.29	23	89,891	2,996
119	S. C.	14017	Branchville, Augusta...	South Carolina Railway...	76.43	30	23,825	794
120	N. C.	18006	Salisbury, Warm Springs	Western North Carolina Railroad.	182.25	20	45,388	1,512
121	Mich	24003	Adrian, Jackson.....	Lake Shore and Michigan Southern Railway.	47.41	24.69	35,701	1,190
122	Ga.	15016	Macon, Euftaula.....	Southwestern Railroad....	144.57	25	31,495	1,049
123	Ga.	15044	Claxmax, Chattahoochee.	Savannah, Florida and Western Railway.	32.17	30	30,906	1,030
124	Iowa	27038	Albia, Des Moines.....	Chicago, Burlington and Quincy Railroad.	68.88	24	70,807	2,360
125	Wis	25017	Milwaukee, Ashland....	Wisconsin Central Railroad.	349.66	20	48,224	1,607
126	Tenn	19007	Nashville, Hickman....	Nashville, Chattanooga and St. Louis Railway.	170.11	25	44,079	1,469

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for t. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
15.6 by 8.5 (av.), d. l. ....	12	113 72		30 days from Mar. 19, 1884.
14.10 by 8.7, 1 l., 19.10 by 8.7, 2 l. to Wellsville, 48.2 m.	21.05*	112 86	25 00	.12 m. increase. r. p. o. cars 48.2 m. 30 days from March 19, 1884.
18 by 9, f. f., a. l. ....	14	112 86		2.23 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., d. l. to Paris 78.83 m., a. l. res.	18	112 86		1.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 39.2 by 9, 1 l. ....	35	111 15	25 00	30 days from Apr. 16, 1884.
12.1 by 6.8, d. l. ....	13	111 15		30 days from Mar. 19, 1884.
r. p. o. (apt.) 14.2 by 7.3; no clerk.	13	111 15		Do.
av. 22.10 by 8.9, f. f., d. l. to Minneapolis, 12.06 m.; a. l. residue, 204.82 m.	10.17*	110 13		30 days from Apr. 16, 1884.
19.2 by 9, f. f., a. l. ....	6	109 44		Weighed for 30 days in April, 1883.
22 by 8.9, f. f., a. l. ....	6	107 73		30 days from Apr. 28, 1884.
r. p. o. (apt.) 24 by 8.10, 1 l. ....	10.11	107 73		140.38 m. at \$107.73. 30 days from Apr. 16, 1884.
no apt. ....	35	107 39		For 3.30 m. (l. g.). 30 days from Apr. 16, 1884.
18 by 8.11, f. f., a. l. ....	24.07*	106 88		.13 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.4 by 9.4. ....	12	106 02		30 days from Apr. 16, 1884.
(av.) 12.1 by 6.8, f. f., a. l. ....	7	103 97		30 days from Mar. 24, 1884.
r. p. o. (apt.) 36 by 9.6, a. l. ....	8.60*	103 29		All land grant. 30 days from Apr. 16, 1884.
apt. 20 by 9, f. f., a. l. ....	20.54*	102 60		Part. 30 days from March 19, 1884.
14.11 by 9, f. f., a. l. ....	7.75*	100 04		.54 m. increase. .38 m. lap at \$1,000 per annum. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 16.11 by 9 (av.), d. l.	12.78*	100 04		30 days from Mar. 19, 1884.
apt. 21 by 9, f. f., a. l. to Green Bay; no clk. res.	10.87*	99 18		For 114.53 m. .36 m. increase. 30 days from March 19, 1884.
12.6 by 9, f. f., a. l. ....	13	98 33		30 days from Mar. 19, 1884. .74 miles decrease.
15 by 9, f. f., a. l. ....	15.64*	96 62		30 days from Mar. 19, 1884. 25.46 m. at \$110.30.
9.9 by 6.8 (av.), f. f., a. l. ....	11.02	96 62		30 days from Mar. 19, 1884.
15 by 9.4, f. f., a. l. ....	9.9*	95 76		2.96 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.1½, a. l. ....	19.78*	94 05	25 00	.84 m. increase. 30 days from March 19, 1884.
24 by 9.2 (av.), a. l. ....	20.9*	93 20		.10 m. decrease. 30 days from Mar. 19, 1884.
19.8 by 7.5, f. f., a. l. ....	7.26*	90 63		30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10½, f. f. ....	25	88 92		30 days from Mar. 19, 1884.
av. 22.10 by 8.9, f. f., a. l. ....	6	88 07		30 days from Apr. 16, 1884.
18.9 by 8.6, f. f., a. l. ....	21.66*	88 07		.98 m. increase. 30 days from Mar. 19, 1884.
21 by 8.4, f. f., a. l. ....	7	86 36		1.42 m. decrease. 30 days from Mar. 19, 1884.
11.2 by 8.10, f. f., a. l. ....	12	86 36		30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l. ....	7	86 36		.58 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 9.1, f. f., 1 l. ....	7	86 36		.52 m. increase. 30 days from Mar. 19, 1884.
17 by 9, a. l. ....	13	85 50		30 days from Apr. 16, 1884.
r. p. o. (apt.) 21 by 9.3, a. l. ....	13.05	85 50		189.06 m. at \$58.40 (l. g.).
13 by 8.6, f. f., a. l. ....	17.01*	85 50		.45 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					<i>Miles.</i>		<i>Pounds.</i>	<i>Lbs.</i>
127	Ga....	16012	Rome, Brunswick .....	East Tennessee, Virginia and Georgia Railroad.	350.80	25	20,012	667
128	Mo....	28017	Springfield, Memphis...	Kansas City, Springfield and Memphis Railroad.	286.63	30	21,328	710
129	Ohio...	21025	Hamilton, Richmond...	Cincinnati, Richmond and Chicago Railroad.	45.06	28	48,179	1,605
130	Ky...	20003	La Grange, Lexington...	Louisville and Nashville Railroad.	67.44	26	37,295	1,243
131	Ohio...	21010	Sandusky, Chicago .....	Baltimore and Ohio Railroad.	28	.....	34,891	1,162
132	Ky...	20016	Lexington, Huntington...	Chesapeake and Ohio Railway.	140.94	23	28,570	952
133	S. C....	14003	Columbia, Charleston...	South Carolina Railway...	131.50	33	43,882	1,462
134	Ind...	22043	Terre Haute, East Saint Louis.	Indianapolis and St. Louis Railway.	190.13	27	36,704	1,222
135	Wis...	25030	El Roy, Saint Paul .....	Chicago, St. Paul, Minneapolis and Omaha Railway.	197.02	23	75,855	2,511
136	Minn...	26001	Brainerd, Livingston...	Northern Pacific Railroad.	895.20	20	63,543	2,118
137	Minn...	26001	Duluth, Livingston .....	do .....	1,005.89	20	57,114	1,903
138	Ky...	20010	Elizabethtown, Cecilian.	Chesapeake, Ohio and Southwestern Railroad.	6.37	18	2,066	68
139	Me...	10	Portland, South Lunenburg.	Portland and Ogdensburg Railroad.	114.05	23	67,218	1,120
140	Mich...	24018	Fort Wayne, Mackinaw City.	Grand Rapids and Indiana Railroad.	368.90	23	54,944	1,831
141	Ala....	17003	Montgomery, Eufaula...	Montgomery and Eufaula Railroad.	80.49	25	25,810	860
142	Mich...	24002	Monroe, Adrian .....	Lake Shore and Michigan Southern Railway.	34.90	26.14	20,224	674
143	Ohio...	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Railway.	185.66	.....	37,741	1,258
144	Ind...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Railway.	161.62	22	27,399	913
145	Ohio...	21004	Hudson, Columbus .....	Cleveland, Mount Vernon and Delaware Railroad.	145.15	27	25,240	841
146	Ind...	22008	Louisville Junction (n. o.), Michigan City.	Louisville, New Albany and Chicago Railway.	293.63	25	29,033	967
147	Miss...	18003	Vicksburg, Meridian...	Vicksburg and Meridian Railroad.	140.69	18	45,961	1,531
148	Pa....	8055	Pittsburgh, Washington	Pittsburgh, Cincinnati and Saint Louis Railway.	23.49	19	35,371	1,179
149	Ind...	22038	Indianapolis, Chicago...	Louisville, New Albany and Chicago Railway.	184.08	25	23,557	785
150	W. Va.	12005	Steubenville, Wheeling	Pittsburgh, Cincinnati and Saint Louis Railway.	26.13	25	22,408	746
151	Ala....	17015	Chattanooga, Meridian..	Alabama and Great Southern Railroad.	295.45	30	68,204	2,273
152	Ga....	15010	Savannah, Macon .....	Central Railroad and Banking Company.	190.58	27	64,710	2,157
153	Mich...	24045	Manistee Junction (n. o), Manistee.	Flint and Pere Marquette Railroad.	27.13	25.09	27,053	901
154	Ala....	17007	Opelika, Columbus .....	Columbus and Western Railway.	29.53	17	24,734	824
155	Ohio...	21012	Springfield, Sandusky...	Indiana, Bloomington and Western Railway.	131.35	25	32,023	1,067
156	Mich...	24039	Fort Gratiot, Chicago...	Chicago and Grand Trunk Railway.	338.46	26.5	24,343	811
157	N. C...	13001	Raleigh, Weldon .....	Raleigh and Gaston Railroad.	97.78	28	41,088	1,369
158	Ohio...	21074	Logan, Pomeroy .....	Columbus, Hocking Valley and Toledo Railway.	83.71	22	27,018	900
159	Ohio...	21062	Andover, Youngstown...	Lake Shore and Michigan Southern Railway.	38.84	19	18,388	612
160	Ohio...	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore Railroad.	56	22	10,568	352
161	Ohio...	21036	Columbus, Athens .....	Columbus, Hocking Valley and Toledo Railway.	77.44	23	33,785	1,125

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.
		Dollars.	Dollars.	
15.2 by 7.5, f. f., a. l. ....	7	85 50	.....	.72 m. decrease. 18.31 m. lap service. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.1½ by 8.10½ .....	7	83 79	.....	30 days from Jan. 9, 1884.
12.6 by 9.3 f. f., a. l. ....	19	82 94	.....	.98 m. decrease. 30 days from Mar. 19, 1884.
11.6 by 7.6, f. f., a. l. ....	19	82 94	.....	.19 m. increase. 30 days from Mar. 19, 1884.
apt. 20 by 9, f. f., a. l. ....	17.55*	82 94	.....	Part. 30 days from March 19, 1884.
19 by 8.11, f. f., a. l. ....	14.51*	82 94	.....	30 days from Aug. 6, 1883.
18.9 by 8.6, f. f., a. l. ....	15.2*	82 08	.....	.48 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.1½, a. l. ....	18.55*	82 08	25 00	.14 m. increase. 30 days from March 19, 1884.
r. p. o. (apt.) 24 by 9 .....	19.55*	81 40	.....	1.38 m. decrease. 30 days from Apr. 4, 1883.
24.6 by 9, f. f., a. l. ....	9.15*	81 40	.....	On 554.26 m. .47 m. increase. Part.
24.6 by 9, f. f., a. l. between Brain- erd and Livingston, 895.29 m.; no clerk residue.	9.15*	81 40	.....	4.49 m. decrease.
no apt .....	12	81 23	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 13 by 6.8, f. f., 2 l. to Fryeburgh, 49 m.; 1 l. res., 65.05 m.	16.15	80 37	.....	30 days from Aug. 15, 1883.
r. p. o. (apt.) av. 19.8 by 8.3, d. l. 240.78 m.; a. l. res.	15.91*	80 03	.....	333.48 m. (l. g.). 35.42 m. at \$100.04. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l. ....	7	79 52	.....	.24 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 7.11 (av.) ....	14.15*	79 52	.....	30 days from Mar. 19, 1884.
12.9 by 7.9, f. f., a. l. ....	19.50*	78 66	.....	30 days from Mar. 19, 1884. 139.8 m., at \$64.13.
14 by 9.2, f. f., a. l. ....	16.54*	78 66	.....	.45 m. increase. 30 days from March 19, 1884.
15.4 by 8.10, f. f., a. l. ....	15.07*	78 66	.....	1.48 m. decrease. 30 days from Mar. 19, 1884.
14 by 9, a. l. ....	11.15*	77 81	.....	30 days from March 19, 1884.
54.5 by 9.2, f. f., a. l. ....	7	76 10	.....	95.21 m. at \$60.88 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 15 by 9.1, 2 l. ....	24	76 10	.....	30 days from May 1, 1884.
14 by 9, f. f., a. l. ....	9.35*	76 10	.....	20.70 m. at \$33.35 lap service. 30 days from Mar. 19, 1884.
no apt .....	24	76 10	.....	30 days from Mar. 19, 1884.
49.4 by 9.3, f. f., a. l. ....	14	75 24	.....	.09 m. decrease. 270.50 m. at \$60.20 (l. g.). 30 days from Mar. 19, 1884.
24.8 by 9, f. f., a. l. ....	14	75 24	.....	2.86 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10½, f. f. ....	15*	75 24	.....	30 days from Mar. 19, 1884.
12 by 7, f. f., a. l. ....	13	75 24	.....	.09 m. decrease. 30 days from Mar. 19, 1884.
15 by 9.6, f. f., a. l. ....	13.17*	74 39	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.5 by 9.5, a. l. ....	12.16*	74 39	.....	Do.
12 by 8.9, a. l. ....	12	72 68	.....	.15 m. increase. 30 days from March 19, 1884.
15.6 by 7.10, f. f., d. l. ....	12	72 68	.....	.07 m. decrease. 30 days from Mar. 19, 1884.
17.4 by 9, f. f., a. l. ....	12	72 68	.....	.05 m. decrease. 30 days from Mar. 19, 1884.
13 by 7.4, f. f., a. l. ....	12	72 68	.....	30 days from Mar. 19, 1884.
15.6 by 7.10, f. f., d. l. ....	18	71 82	.....	.03 m. decrease. 30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
162	N. Y.	6061	Buffalo, Corry .....	Buffalo, New York and Philadelphia Railroad.	93.91	30	51,336	855
163	Tex.	31027	Galveston, Lampasas ..	Gulf, Colorado and Santa Fé Railway.	275.10	20	23,784	792
164	Ohio.	21011	Xenia, Dayton .....	Pittsburgh, Cincinnati and Saint Louis Railway.	16.77	25	37,600	1,258
165	Mich.	24008	Jackson, Niles .....	Michigan Central Railroad.	104.30	25.2	25,028	834
166	Ohio.	21029	Morrow, Dresden .....	Pittsburgh, Cincinnati and Saint Louis Railway.	148.73	.....	23,345	778
167	Fla.	16015	Pensacola, River Junction.	Pensacola and Atlantic Railroad.	161.52	30	32,106	1,070
168	Ind.	22014	State Line (n. o.), Logansport.	Pittsburgh, Cincinnati and Saint Louis Railway.	61.19	30	46,537	1,551
169	N. C.	13004	Goldsboro', Greensboro'	Richmond and Danville Railroad.	129.89	20	33,761	1,125
170	Fla.	16011	Waldo, Wildwood .....	Florida Transit Railroad ..	72.50	22.5	25,053	835
171	Ohio.	21049	Marietta, Parkersburgh	Cincinnati, Washington and Baltimore Railroad.	15.08	20	22,542	751
172	Ohio.	21071	Valley Junction, Harrison.	Cincinnati, Indianapolis, Saint Louis and Chicago Railway.	7.40	25	19,316	643
173	Mich.	24042	Port Huron, Port Austin.	Port Huron and North-western Railway.	87.71	22.1	17,278	575
174	Mich.	24061	Palm Station, Sand Beach	.....do .....	18.83	20.3	4,919	163
175	Ky.	20025	Henderson, Nashville ..	Louisville and Nashville Railroad.	145.58	.....	34,554	1,151
176	Ohio.	21089	Cleveland, Chicago .....	New York, Chicago and Saint Louis Railway.	339.07	25	18,714	623
177	Ind.	22019	Louisville, North Vernon	Ohio and Mississippi Railway.	54.86	26.5	98,101	3,270
178	Ind.	22009	Richmond, Chicago .....	Chicago, Saint Louis and Pittsburgh Railroad.	225.16	.....	36,190	1,206
179	S. C.	14001	Columbia, Greenville ..	Columbia and Greenville Railroad.	144.32	20	23,823	794
180	Ga.	15021	Camak, Macon .....	Georgia Railroad .....	78.59	15	22,672	755
181	Dak.	35017	Mitchell, Ashton .....	Chicago, Milwaukee and Saint Paul Railway.	95.88	23	18,288	609
182	Ind.	22024	Terre Haute, Danville ..	Chicago and Eastern Illinois Railroad.	56.48	27	47,922	1,597
183	Miss.	18010	Natchez, Jackson .....	Natchez, Jackson and Columbus Railroad.	99.45	16	41,016	1,367
184	Mo.	28036	Fort Scott, Memphis ..	Kansas City, Fort Scott and Gulf Railroad.	389.61	20	29,230	974
185	W. Va.	12001	Harper's Ferry, Harrisonburgh.	Baltimore and Ohio Railroad.	103.13	24	47,447	1,581
186	W. Va.	12001	Harper's Ferry, Lexington.	.....do .....	165.54	24	44,690	1,489
187	Ky.	20007	Lebanon Junction, Jellico.	Louisville and Nashville Railroad.	170.97	21	39,069	1,302
188	Ohio.	21024	Hamilton, Indianapolis ..	Cincinnati, Hamilton and Indianapolis Railroad.	99.83	30	27,152	905
189	Miss.	18002	Memphis, Grenada .....	Mississippi and Tennessee Railroad.	102.34	25	24,838	827
190	Pa.	8086	Foxburgh, Callery Junction (n. o.).	Pittsburgh and Western Railroad.	43.58	16	15,234	507
191	Ohio.	21052	Cincinnati, Portsmouth ..	Cincinnati and Eastern Railway.	108	18	14,933	497
192	Fla.	16009	Hart's Road, Jacksonville.	Fernandina and Jacksonville Railroad.	23.27	22.5	4,239	141
193	Iowa.	27034	Elk Point, Sioux Falls ..	Chicago, Milwaukee and Saint Paul Railway.	70.36	24	25,614	853
194	Ga.	15005	Millen, Augusta .....	Central Railroad and Banking Company.	54.51	.....	17,287	576
195	Ohio.	21020	Sandusky, Bloomington ..	Lake Erie and Western Railway.	379.88	25	16,776	559
196	Ky.	20032	Paris, Richmond .....	Kentucky Central Railroad	40.84	.....	16,585	552
197	Mich.	24016	Ionia, Big Rapids .....	Detroit, Lansing and Northern Railroad.	68.09	23	26,681	889
198	Ohio.	21041	Lorain, Bridgeport .....	Cleveland, Lorain and Wheeling Railroad.	158.41	20	24,623	820
199	Ohio.	21053	Columbus, Toledo .....	Columbus, Hocking Valley and Toledo Railway.	125.44	.....	23,951	798

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.
		Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 14.6 by 8.6, f. f., 1 l..	20	71 82	.....	30 days from July 18, 1883.
20.6 by 9, f. f., a. l.....	7	71 82	.....	30 days from Sept. 12, 1883.
19.10 by 8.4, f. f., a. l.....	19	70 97	.....	.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av.) 17.4 by 8.11, a. l.	9.7*	70 97	.....	30 days from Mar. 19, 1884.
14.3 by 8.6, f. f., a. l., to Washington C. H.; d. l. res.	12	70 97	.....	Do.
13.10 by 9.2, f. f., a. l.....	7	70 46	.....	1.48 m. decrease. 30 days from Mar. 19, 1884.
25 by 8.9 (av.) f. f., a. l.....	12	70 11	.....	30 days from Mar. 19, 1884.
20 by 8.8, f. f., a. l.....	7	70 11	.....	Do.
11.6 by 6.10, f. f., a. l.....	6	70 11	.....	Do.
no apt.....	17.50*	70 11	.....	Do.
12 by 7.6, f. f., a. l.....	12	70 11	.....	Do.
13 by 6.9 (av.), f. f., d. l., 13.20 m.; a. l. res.	11.41*	70 11	.....	35.01 m. at \$42.75. 30 days from Mar. 19, 1884.
no apt.....	12	70 11	.....	30 days from Mar. 19, 1884.
15 by 9.4 (av.), f. f., a. l.....	9.95*	69 26	.....	.34 m. decrease. 30 days from Mar. 19, 1884.
20 by 9, f. f., a. l.....	6.33*	69 26	.....	30 days from Mar. 19, 1884.
17.6 by 9.4, f. f., a. l.....	27	68 40	.....	1.13 m. increase. 30 days from Mar. 19, 1884.
12.6 by 9.6, a. l.....	14.09*	68 40	.....	1.04 m. increase. 30 days from March 19, 1884.
20 by 9, f. f., a. l.....	6	68 40	.....	.48 m. increase. 30 days from Mar. 19, 1884.
15 by 8.6, f. f., a. l.....	14	68 40	.....	30 days from Mar. 19, 1884.
20.8½ by 8.10, f. f., a. l.....	6	68 40	.....	30 days from Apr. 16, 1884.
17.6 by 7.2, f. f., a. l.....	19	67 55	.....	.06 m. increase. 30 days from Mar. 19, 1884.
25.6 by 8, f. f., a. l.....	7	67 55	.....	.62 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av) 22.7½ by 8.11½...	8.85*	67 55	.....	30 days from Jan. 9, 1884.
21.3 by 8.9, f. f., a. l.....	16.27*	66 69	.....	Part. 30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., a. l.....	16.27*	66 69	.....	30 days from Mar. 19, 1884. Whole: See parts.
18.5 by 9.1, f. f., a. l.....	14	66 69	.....	1.76 m. decrease. 30 days from Mar. 19, 1884.
10.4 by 7.2, f. f., a. l.....	15.5*	66 69	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
12.4 by 7, f. f., a. l.....	7	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 8.2 by 6 (av.), 1 l....	6	66 69	.....	For 27.5 m. 30 days from Sept. 4, 1883.
12 by 6, f. f., d. l. to New Richmond Junction, 10.6 m.; a. l. res.	7.92*	66 69	.....	.81 m. increase. 30 days from Mar. 19, 1884.
in b. c.....	13	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.2 by 9.4, a. l.....	6	65 84	.....	30 days from Apr. 4, 1883.
10.8 by 6.5, f. f., d. l.....	14	65 84	.....	.94 m. increase. 30 days from Mar. 19, 1884.
av. 12.9 by 7.7, f. f., a. l.....	9.66*	65 84	.....	1.01 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., a. l. to Winchester, 15.98 m.; d. l. res.	12.42*	65 84	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10, 1 l.....	10.44	64 98	.....	Do.
16 by 8.8, f. f., a. l.....	9.84*	64 98	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
15.8 by 9.3, a. l.....	18	64 98	.....	.06 m. increase. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					<i>Miles.</i>		<i>Pounds.</i>	<i>Lbs.</i>
200	Mich.	24029	Jackson, Fort Wayne...	Lake Shore and Michigan Southern Railway.	96.74	24.79	19,584	652
201	Mich.	24005	Jonesville, Lansing .....	do .....	61.04	18.17	16,589	552
202	Kans.	33040	Atochson, Omaha .....	Missouri Pacific Railway ..	185.33	21	16,022	534
203	Ala.	17004	Montgomery, Decatur ..	South and North Alabama Railroad.	183.28	26	80,687	2,689
204	Ky.	20015	Maysville, Paris .....	Kentucky Central Railroad	50.17	.....	22,873	762
205	Kans.	33015	Junction City, Concordia	Junction City and Fort Kearney Railroad.	73.19	.....	20,098	669
206	Ind.	22027	Detroit, Logansport .....	Wabash, Saint Louis and Pacific Railway.	204.36	32	15,901	530
207	Mich.	24030	East Saginaw, Ithaca ..	Saginaw Valley and Saint Louis Railroad.	45.98	20	15,822	527
208	Dak.	35003	Breckenridge, Hope .....	Saint Paul, Minneapolis and Manitoba Railway.	93.22	20	14,303	476
209	Pa.	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Company ..	32.18	27	3,606	120
209a	Nebr.	34009	Hastings, Denver .....	Republican Valley Railroad.	415.88	29	70,732	2,357
210	Nebr.	34010	Fremont, Valentine .....	Fremont, Elkhorn and Missouri Valley Railroad.	268.59	20	33,371	1,112
211	Iowa	27070	Eagle Grove, Iroquois ..	Chicago and Northwestern Railway.	271.43	22	27,827	927
212	N.C.	13010	Raleigh, Hamlet .....	Raleigh and Augusta Air-Line Railroad.	98.30	18	25,885	846
213	Ind.	22001	Indianapolis, Vincennes.	Pennsylvania Company ...	118.21	.....	20,999	699
213a	Nebr.	34009	Hastings, Denver .....	Republican Valley Railroad.	415.88	31½	19,934	664
214	Ga.	15011	Macon, Columbus .....	Southwestern Railroad ...	101.04	20	17,062	568
215	Mich.	24034	Walton, Traverse City ..	Traverse City Railroad ...	26.27	16.2	15,627	520
216	Pa.	8150	Williamsport, Stokesdale Junction (n.o.).	Fall Brook Coal Company ..	78.52	22	14,852	495
217	Mich.	24062	Milwaukee Junction (n.o.), Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	12.75	1,755	58
218	Miss	18004	Mobile, Cairo .....	Mobile and Ohio Railroad ..	495.89	24	39,767	1,320
219	Ala.	17010	Selma, Cleveland .....	East Tennessee, Virginia and Georgia Railroad.	264.92	24	44,823	1,493
220	Iowa	27008	Burlington, Hale .....	Chicago, Burlington and Kansas City Railway.	198.54	22.5	33,328	1,110
221	Fla.	16002	Lake City, River Junction.	Florida Central and Western Railroad.	155.87	25	22,973	765
222	Ind.	22021	Richmond, Fort Wayne	Grand Rapids and Indiana Railroad.	92.73	23	19,979	645
223	Ohio	21043	Mansfield, Toledo .....	Pennsylvania Company ...	87.20	24	13,016	433
224	Ohio	21031	Harrison, Hagerstown ..	Whitewater Railroad .....	63.08	25	11,736	391
225	Ill.	23029	Sidney, Havana .....	Wabash, Saint Louis and Pacific Railway.	112.47	20	11,708	390
226	Ga.	15039	Smithville, Albany .....	Southwestern Railroad ...	24.08	20	16,240	541
227	Fla.	16016	Jacksonville, Saint Augustine.	Jacksonville, Saint Augustine and Halifax River Railway.	36.80	23	13,667	455
228	Mich.	24037	Saint Clair, Lenox .....	Michigan, Midland and Canada Railroad.	16	20	8,248	274
229	Wis.	25050	Eland, Watersmeet .....	Milwaukee, Lake Shore and Western Railway.	105.68	25	8,143	271
230	Ind.	22006	Columbus, Madison .....	Pennsylvania Company ...	45.75	.....	24,114	803
231	Mo.	28012	Saint Joseph, North Lexington (n.o.).	Wabash, Saint Louis and Pacific Railway.	73.43	20	22,687	756
232	Ill.	23055	Decatur, Indianapolis ..	Indiana, Bloomington and Western Railway.	153.89	20	16,811	560
233	Ind.	22022	Anderson, Benton Harbor.	Cincinnati, Wabash and Michigan Railway.	164.68	28	16,035	534
234	N.C.	13005	Goldesborough, Morehead City.	Atlantic and North Carolina Railroad.	94.05	20	15,288	509

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 16.10 by 9, a. l. ....	12.76	64 96		30 days from Mar. 19, 1884.
15 by 9, f. f., a. l. ....	9.71*	64 98		Do.
20.6 by 7.2, f. f., a. l. ....	7	64 98		30 days from Aug. 1, 1883.
14.6 by 9.6, f. f., a. l. ....	14	64 30		.03 m. decrease. 30 days from Mar. 19, 1884.
12.9 by 8.10, f. f., a. l. ....	12	64 13		.56 m. decrease. 30 days from Mar. 19, 1884.
13.3 by 9.1, f. f., a. l. ....	9.7*	64 13		30 days from Apr. 16, 1884.
16.6 by 10.4, f. f., a. l. ....	11.46*	64 13		.30 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.3 by 5.6, a. l., 38.51 m. ....	12.94	64 13		For 35.36 m. 30 days from March 19, 1884.
16 by 8.9, f. f., a. l., to Everest 51.45 m. No clerk res. ....	4.77*	64 13		30 days from April 16, 1884.
in b. c. ....	8.36	64 13		For 12.98 m. 30 days from August 14, 1884.
r. p. o. (av.) 39.8½ by 9, 1 l. ....	14	63 27	25 00	30 days from April 16, 1884.
17.9 by 9.6, f. f., a. l. ....	6	63 27		Do.
24 by 9.3, a. l. ....	6	63 27		For 145.06 m. 30 days from April 16, 1884.
12 by 8.9, f. f., a. l. ....	18	63 27		.72 m. increase. 30 days from March 19, 1884.
11.6 by 9, f. f., a. l. ....	9.64*	63 27		.21 m. increase. 30 days from March 19, 1884.
7 by 6, f. f., a. l. ....	7	63 27		30 days from April 16, 1883.
12 by 7.6, f. f., a. l. ....	7	63 27		.57 m. increase. 30 days from March 19, 1884.
no apt. ....	12	63 27		30 days from March 19, 1884.
r. p. o. (apt.) 15 by 9.2, 1 l. ....	9	63 27		30 days from November 15, 1883.
no apt. ....	3*	62 42		30 days from March 19, 1884.
21.6 by 8.10, f. f., a. l. ....	7	62 25		Do.
10 by 7.10, f. f., a. l. ....	12	61 56		(L. G.) .37 m. increase. 80.38 m. at \$76.95. 28.17 m. at \$115.43. 30 days from March 19, 1884.
r. p. o. (apt.) 13.6 by 9.3½, 1 l. ....	6	61 56		For 192.11 m. 30 days from April 16, 1884.
(av.) 12.1 by 6.8, f. f., 1 l. ....	7	61 56		30 days from March 24, 1884.
22 by 8.10, f. f., a. l. ....	12	61 56		.02 m. increase. 30 days from March 19, 1884.
20 by 8.9, f. f., a. l. ....	12	61 56		.78 m. decrease. 30 days from March 19, 1884.
12 by 7.6, a. l. ....	8.4*	61 56		30 days from March 19, 1884.
r. p. o. (apt.) 10.5 by 6.10, f. f. ....	6	61 56		For 103.01 m. 30 days from March 19, 1884.
r. p. o. (apt.) 10.9 by 8.7, f. f., 1 l. ....	7	60 71		.01 m. increase. 30 days from March 19, 1884.
no apt. ....	14	60 71		30 days from March 19, 1884.
no apt. ....	12	60 71		Do.
no apt. ....	6	60 71		For 53.18 m. 30 days from April 16, 1884.
10.10 by 8.8, f. f., d. l. ....	12	59 85		.15 m. decrease. 30 days from March 19, 1884.
r. p. o. (apt.) 25.7½ by 9.2½, a. l. ....	7	59		8.43 m. decrease. 30 days from August 6, 1883.
r. p. o. (apt.) 20.4 by 9.11, 1 l. ....	10.57*	59		.01 m. decrease. 30 days from April 4, 1883.
15 by 9, f. f., a. l. ....	7.06*	59		2.12 m. decrease. 30 days from March 19, 1884.
10.4 by 8.5, f. f., a. l. ....	6	59		30 days from March 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
235	Ill . . .	23083	Bates, Grafton.....	Wabash, Saint Louis and Pacific Railway.	71.93	20	8,707	290
236	N.C. . .	13021	Smithfield, Goldsboro' ..	Midland North Carolina Railway.	22.85	20	2,155	71
237	Ind . . .	22048	Louisville, Oakland City	Louisville, Evansville and Saint Louis Railway.	99.55	30	21,616	720
238	Ohio . .	21073	Cleveland, Zoar Station.	Valley Railway .....	78.12	25	21,480	716
239	Ohio . .	21060	Columbia, Hamersville..	Cincinnati and Portsmouth Railroad.	35.00	16	15,857	528
240	Mich . .	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Railway.	73.98	21	15,168	505
241	Ga . . .	15042	Atlanta, Coalburgh.....	Georgia Pacific Railway...	176.76	24	12,790	426
242	Mich . .	24040	Marquette, Houghton ..	Marquette, Houghton and Ontonagon Railroad.	95.93	20	22,296	743
243	Ohio . .	21078	Cincinnati, Dodds .....	Toledo, Cincinnati and Saint Louis Railroad.	36.2	18	21,092	708
244	Tex. . .	31036	Rosenberg, Victoria ....	New York, Texas and Mexican Railway.	91.85	20	18,052	601
245	Ohio . .	21068	Bayard, New Philadelphia.	Pennsylvania Company ...	32.41	30	15,012	500
246	N.C. . .	13016	Asheville Junction (n. o.), Waynesville.	Western North Carolina Railroad.	28.23	12	12,228	407
247	W. Va .	12001	Harrisonburgh, Lexington.	Baltimore and Ohio Railroad.	62.41	24	40,110	1,237
248	Ala . . .	17009	Selma, Meridian .....	East Tennessee, Virginia and Georgia Railroad.	114.24	22	20,736	691
249	Ohio . .	21017	Blanchester, Hillsboro'.	Cincinnati, Washington, and Baltimore Railroad.	21.00	22	13,696	456
250	Fla . . .	16007	Sanford, Tampa.....	South Florida Railroad...	116.39	25	13,388	446
251	Ark. . .	29013	Seligman, Eureka Springs.	Eureka Springs Railway...	19.26	20	11,610	387
252	Ohio . .	21090	Marion, Chicago Junction (n. o.).	Chicago and Atlantic Railroad.	249.95	29	11,495	383
253	Ind . . .	22020	Fort Wayne, Connersville.	Fort Wayne, Cincinnati and Louisville Railroad.	109.54	25	9,587	319
254	Fla . . .	16001	Fernandina, Cedar Keys.	Florida Transit Railroad..	155.15	20	31,395	1,046
255	N.C. . .	13012	Greensboro', Winston ..	Richmond and Danville Railroad.	29.98	20	22,989	766
256	Ohio . .	21068	Columbus, Corning .....	Ohio Central Railroad .....	66.05	25	16,160	538
257	N.C. . .	13008	Charlotte, Shelby.....	Carolina Central Railroad..	55.53	16	12,294	409
258	Col. . .	38014	Nathrop, Castleton .....	Denver, South Park and Pacific Railroad.	79.42	11	11,574	385
259	S. C. . .	14018	Kingsville, Camden.....	South Carolina Railway...	89.28	15	4,900	163
260	Ohio . .	21030	Dayton, Richmond.....	Pittsburgh, Cincinnati and Saint Louis Railway.	42.13	25	30,156	1,005
261	Mich . .	24041	Alma, Lake View.....	Detroit, Lansing and Northern Railroad.	32.61	20	10,031	334
262	Mich . .	24022	Big Rapids, Holland....	Chicago and West Michigan Railway	91.00	17	24,636	821
263	Mich . .	24020	Toledo, South Lyon.....	Toledo, Ann Arbor and Grand Trunk Railway.	60.51	21.3	10,939	364
264	Ohio . .	21035	Youngstown, Mahoningtown.	Pennsylvania Company ...	18.40	27	6,353	211
265	Ohio . .	21080	Toledo, Zoar Station....	Wheeling and Lake Erie Railroad.	155.08	28	13,608	453
266	Ind . . .	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	2.46	20	11,294	376
267	S. C. . .	14010	Port Royal, Augusta....	Port Royal and Augusta Railroad.	110.77	18	11,064	368
268	N. Y. . .	6127	Bradford Junction (n. o.), Puxsuttawney.	Rochester and Pittsburgh Railroad.	120.73	30	9,999	333
269	Ind . . .	22017	Bradford, Logansport....	Pittsburgh, Cincinnati and Saint Louis Railway.	114.29	33	16,003	532
270	N. C. . .	13003	Wilmington, Charlotte.	Carolina Central Railroad.	188.52	17	15,381	512
271	Ky . . .	20014	Owensboro', Adairville	Owensboro' and Nashville Railroad.	85.90	20	14,170	472
272	Miss . .	18014	Artesia, Columbus.....	Mobile and Ohio Railroad.	14.11	13.5	10,994	366

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 17 by 8.8, f. f. ....	6	59 00	.....	For 55.81 m. 30 days from Mar. 19, 1884.
no apt .....	6	59 00	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., a. l. ....	18.58*	58 14	.....	Do.
13.6 by 9.6, f. f., a. l. ....	10.92*	58 14	.....	Do.
10.6 by 7.7, f. f., a. l. ....	6	58 14	.....	Do.
r. p. o. (apt.) 13 by 8, 1 l. ....	9.78	58 14	.....	Do.
15.3 by 8.11, f. f., a. l. ....	18	58 14	.....	Do.
apt. 14 by 7, 1 l. ....	6.90	57 46	.....	For 64.19 m. All land grant. 30 days from Apr. 16, 1884.
r. p. o. (apt.) 12 by 5.9, f. f., 1 l. ....	10.92	57 29	.....	30 days from Mar. 19, 1884.
14.7 by 6.8, f. f., a. l. ....	7	57 29	.....	30 days from July 22, 1884.
14.10 by 8.4, f. f., a. l. ....	6	57 29	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	7	57 29	.....	30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., a. l. ....	.....	56 43	.....	Part. 30 days from Mar. 19, 1884.
14.7 by 8.11, f. f., a. l. ....	7	56 43	.....	.09 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	56 43	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 5.5, f. f., 1 l. ....	6	55 58	.....	Do.
in b. c. ....	14	55 58	.....	30 days from May 22, 1884.
10.1 by 6.10, f. f., a. l. ....	6	55 58	.....	30 days from Mar. 19, 1884.
11 by 9.4, f. f., a. l. ....	6	55 58	.....	.35 m. decrease. 30 days from Mar. 19, 1884.
15 by 8.11, f. f., a. l. ....	6.92*	55 41	.....	(L. G.) 30 days from Mar. 19, 1884.
8 by 7, f. f., d. l. ....	13	54 72	.....	30 days from Mar. 19, 1884.
16.2 by 7, f. f., a. l. ....	12	54 72	.....	.23 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., a. l. ....	6	54 72	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
14.11 by 7.6, f. f., a. l., to Gunnison, 65.37 m. No clk., res. 14.05 m. ....	6.82*	54 72	.....	30 days from May 26, 1884.
in b. c. ....	12	54 72	.....	.25 m. increase. 30 days from Mar. 19, 1884.
19.10 by 8.4, f. f., a. l. ....	12.5*	53 87	.....	.03 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. apt. 9.8 by 6.9, a. l. ....	12	53 87	.....	30 days from Mar. 19, 1884.
11.6 by 7.6 av., a. l., 55.69 m.; d. l. residue. ....	14.48*	53 01	.....	35.51 m. at \$96.62. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 12 by 9, a. l. ....	10.51	53 01	.....	30 days from Mar. 19, 1882.
15 by 9, f. f., a. l. ....	9*	53 01	.....	.42 m. decrease. 30 days from Mar. 19, 1884.
15.6 by 8.10, f. f., a. l. ....	6.40*	52 16	.....	30 days from Mar. 19, 1884.
no apt .....	26	52 16	.....	Do.
10.3 by 6.10, f. f., a. l. ....	14	52 16	.....	Do.
r. p. o. (apt.) 14 by 8.11, 1 l. ....	12	52 16	.....	30 days from Nov. 15, 1883.
11.8 by 9.1, f. f., a. l. ....	6	51 30	.....	.81 m. decrease. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., a. l. ....	6	51 30	.....	.37 m. decrease. 30 days from Mar. 19, 1884.
8 by 7.8, f. f., a. l. ....	9.95*	50 45	.....	4.37 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	7	50 45	.....	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
273	Mich.	24023	Allegan, Holland .....	Chicago and West Michigan Railroad.	24.64	22	9,677	322
274	N.Mex.	39006	Deming, Silver City ....	Silver City, Deming and Pacific Railroad.	47.70	16	9,332	311
275	Ohio.	21040	Marietta, Zoar Station ..	Cleveland and Marietta Railroad.	105.72	23	21,087	702
276	Ind.	22032	Evansville, Jasper .....	Louisville, Evansville and Saint Louis Railway.	55.03	25	16,806	560
277	Ohio.	21061	Toledo, Dodds .....	Toledo, Cincinnati and Saint Louis Railroad.	191.09	18	14,953	498
278	Ga.	15007	Union Point, Athens....	Georgia Railroad .....	40.48	20	12,428	414
279	Mich.	24024	Ypsilanti, Bankers.....	Lake Shore and Michigan Southern Railway.	65.52	22	10,548	351
280	N. Y.	6130	Buffalo, Ashford Junction (n. o.).	Rochester and Pittsburgh Railroad.	49.28	23	9,202	306
281	Ohio.	21092	Canton, Coshocton .....	Connotton Valley Railway.	54.73	24	9,093	303
282	Nebr.	34015	Grand Island, North Loup.	Omaha and Republican Valley Railway.	50.09	21	8,665	288
283	Wis.	25017	Milwaukee, Ashland....	Wisconsin Central Railroad.	348.12	20	30,439	1,014
284	Tenn.	19001	Nashville, Lebanon.....	Nashville, Chattanooga and Saint Louis Railway.	31.52	20	13,365	445
285	Ohio.	21083	Means, Cadiz .....	Pittsburgh, Cincinnati and Saint Louis Railway.	8.11	25	8,843	294
286	Mich.	24014	Saginaw, Caro .....	Michigan Central Railroad.	34.04	20.64	8,452	281
287	Mich.	24025	Saginaw Junction (n. o.), East Saginaw.	Port Huron and Northwestern Railway.	78.85	25.5	7,453	248
288	Ala.	17016	Opelika, Goodwater.....	Columbus and Western Railway.	60.15	13	6,854	228
289	S. C.	14007	Chester, Newton.....	Chester and Lenoir Narrow Gauge Railroad.	76.37	15	9,944	331
290	Ala.	17008	Columbus, Troy .....	Mobile and Girard Railroad.	85.70	14	12,958	431
291	Mich.	24032	Powers, Crystal Falls..	Chicago and Northwestern Railway.	57.95	21	11,599	386
292	Ky.	20011	Glasgow Junction, Glasgow.	Louisville and Nashville Railroad.	11.00	16	10,474	349
293	Md.	10024	Baltimore, Delta.....	Maryland Central Railroad.	45.5	16	8,497	283
294	Ill.	23068	Peoria, Oskaloosa.....	Central Iowa Railway.....	190.82	21	8,195	273
295	Ohio.	21054	Dayton, Ironton.....	Toledo, Cincinnati and Saint Louis Railroad.	169.19	20	4,804	160
296	Minn.	26039	Crookston, Devil's Lake.	Saint Paul, Minneapolis and Manitoba Railway.	114.34	20	18,995	633
297	Ohio.	21022	Dayton, Union City.....	Dayton and Union Railroad.	47.32	30	11,476	382
298	Ala.	17006	Selma, Akron Junction (n. o.)	Cincinnati, Selma and Mobile Railroad.	71.86	20	10,697	356
299	Ohio.	21038	Newark, Shawneetown.	Baltimore and Ohio Railroad.	43.67	25	10,544	351
300	Kans.	33036	Fort Scott, Wichita....	Saint Louis, Fort Scott and Wichita Railroad.	158.60	20	9,974	332
301	Ill.	23046	Jacksonville, Centralia.	Jacksonville Southeastern Railway.	112.05	25	9,367	312
302	Pa.	8092	York, Peach Bottom....	York and Peach Bottom Railway.	40.07	15	8,706	290
303	Mich.	24049	Detroit and Bay City Crossing, Saginaw.	Flint and Pere Marquette Railroad.	3.76	11.46	8,609	286
304	Ind.	22013	Terra Haute, Marmont.	Terre Haute and Indianapolis Railroad.	152.46	24	7,973	265
305	Wis.	25028	Hudson, Bayfield .....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	181.44	20	17,743	591
306	N. C.	13009	Charlotte, Statesville...	Charlotte, Columbia and Augusta Railroad.	45.71	14	13,061	435
307	Ohio.	21055	Toledo, Thurston.....	Ohio Central Railroad .....	148.68	25	11,336	377
308	Ohio.	21037	Niles, New Lisbon.....	New York, Pennsylvania and Ohio Railroad.	34.85	25	9,399	313
309	Ky.	20021	Harrodsburgh, Harrodsburgh Junction.	Southwestern Railroad....	5.44	15	7,478	249

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.), 12 by 6, f. f., a. l. ....	6	50 45	.....	30 days from Mar. 19, 1884.
no apt. ....	7	50 45	.....	30 days from Dec. 1, 1883.
15.9 by 8.11, f. f., a. l. ....	9.54*	49 59	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., a. l. ....	18	49 59	.....	Do.
12 by 5.7, f. f., a. l. ....	6	49 59	.....	1.46 m. decrease. 30 days from Mar. 19, 1884.
11 by 7.6, f. f., a. l. ....	21	49 59	.....	.47 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8.8 by 6.9, l. l. ....	6	49 59	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 8.11, l. l. ....	10.07	49 59	.....	30 days from May 1, 1884.
10.8 by 7.6, f. f., a. l. ....	6	49 59	.....	30 days from Mar. 19, 1884.
12 by 9.4, f. f., a. l. ....	6	49 59	.....	30 days from Apr. 16, 1883.
r. p. o. (apt.) 21 by 9.3, f. f., a. l. ....	6	48 74	.....	For 250.42 m. 1.20 m. decrease. 30 days from April 4, 1883.
12.6 by 6.4, f. f., a. l. ....	12	48 74	.....	.40 m. increase. 30 days from Mar. 19, 1884.
no clerk. ....	15*	48 74	.....	.09 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	14.50	48 74	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 9.6 by 6, f. f. ....	12	48 74	.....	Do.
r. p. o. (apt.), 15 by 9, f. f., l. l. ....	6	48 74	.....	.19 m. decrease. 30 days from Mar. 19, 1884.
12 by 7.4, f. f., a. l. ....	6	47 98	.....	3.16 m. decrease. 30 days from Mar. 19, 1884.
12.10 by 9, f. f., a. l. ....	13	47 88	.....	.01 m. increase. 30 days from Mar. 19, 1884.
12.8 by 8, a. l., 42 m. ....	14	47 88	.....	30 days from Apr. 16, 1884.
no apt. ....	6	47 88	.....	.17 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8 by 5.6, l. l. ....	15.56	47 88	.....	30 days from May 1, 1884.
r. p. o. (apt.), 10 by 7.8. ....	6	47 88	.....	30 days from Apr. 16, 1884.
12 by 5.8, f. f., a. l. ....	6	47 88	.....	1.28 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9, f. f., a. l. ....	6	47 03	.....	30 days from Apr. 16, 1884.
9.6 by 9.1, f. f., a. l. ....	12	47 03	.....	.16 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., a. l. ....	7	47 03	.....	.11 m. increase. 30 days from Mar. 19, 1884.
16 by 8.6, f. f. ....	12	47 03	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
apt. 15.7 by 7.1½, f. f., a. l. ....	6	47 03	.....	30 days from Jan. 17, 1884.
r. p. o. (apt.), 12 by 7.4. ....	6.85*	47 03	.....	For 83.80 miles. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.6 by 7.6, l. l. ....	6	47 03	.....	30 days from Sept. 4, 1883.
no apt. ....	19	47 03	.....	30 days from Mar. 19, 1884.
16.9 by 9.2 f. f., a. l., to Logansport 121.40 m. ....	8.51*	47 03	.....	.27 m. increase. 30 days from Apr. 7, 1884.
r. p. o. (apt.), 9.3¼ by 22 (av.), a. l. ....	6	46 52	.....	For 122.82 m. (l. g.). 30 days from Apr. 16, 1884.
20 by 9, a. l. ....	6	46 17	.....	3.67 m. decrease. 30 days from Mar. 19, 1884.
16.2 by 7, f. f., a. l. ....	6.78*	46 17	.....	1.83 m. increase. 30 days from Mar. 19, 1884.
6.6 by 6.6, f. f., a. l. ....	12	46 17	.....	.77 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	18	46 17	.....	.18 m. decrease. 30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
310	Ga....	15025	Athens, Lula .....	Northeastern Railroad of Georgia.	39.59	20	11,405	380
311	Pa....	8051	Greenville, Butler .....	Shenango and Allegheny Railroad.	57.29	23	10,791	359
312	Nebr..	34019	Nemaha City, Beatrice..	Republican Valley Railroad.	67.76	17	9,878	329
313	Mich..	24064	Pontiac, Caseville.....	Pontiac, Oxford and Port Austin Railroad.	100.73	20	7,251	241
314	Pa....	8152	Branchton Junction (n.o.), Hilliard's.	Shenango and Allegheny Railroad.	10.41	11	2,008	66
315	Ohio..	21009	Cleveland, Sherrods-ville.	Connotton Valley Railway.	103.24	24	11,630	389
316	S. C...	14006	Florence, Cheraw .....	Cheraw and Darlington Railroad.	40.82	20	9,947	331
317	Pa....	8040	Pittsburgh, Wheeling...	Baltimore and Ohio Railroad.	71.09	18	9,267	308
318	Ohio..	21058	Wellston, Springfield...	Ohio Southern Railroad...	113.89	.....	8,111	270
319	Mich..	24050	Buchanan, Berrien Springs.	Saint Joseph Valley Railroad.	11.07	15	4,438	147
320	Ky....	20012	Anchorage, Shelbyville.	Louisville and Nashville Railroad.	18.48	16	11,750	391
321	Ind...	22023	Oakland City, Mount Vernon.	Louisville, Evansville and Saint Louis Railway.	88.56	30	10,185	339
322	Ky....	20027	Ashland, Richardson...	Chattahoochee Railway.....	50.36	20	7,893	263
323	Mich..	24007	Kalamazoo, South Haven.	Michigan Central Railroad.	40.18	12.39	7,230	241
324	Mich..	24060	Port Huron, Almont....	Port Huron and Northwestern Railway.....	34.52	20.7	7,069	235
325	Ohio..	21079	Solon, Chagrin Falls....	Chagrin Falls and Southern Railroad.	6.08	10	6,861	228
326	Ind...	22030	Terre Haute, Worthington.	Terre Haute and Southeastern Railroad.	40.98	16	6,732	224
327	Col...	38030	Colorado Springs Station (n.o.), Manitou Station (n.o.).	Denver and Rio Grande Railway.	5.40	20	6,596	219
328	Mich..	24019	Toledo, Allegan.....	Michigan and Ohio Railroad.	156.92	23.58	6,423	214
329	Minn..	26040	Minneapolis, Saint Cloud.	Saint Paul, Minneapolis and Manitoba Railway.	64.81	25	178,213	5,940
330	Ga....	15031	Thomasville, Bainbridge	Savannah, Florida and Western Railway.	36.99	25	26,521	884
331	Tenn..	19009	Morristown, Warm Springs.	East Tennessee, Virginia and Georgia Railroad.	49.59	18	25,043	834
332	Tenn..	19008	Knoxville, Jellico.....	East Tennessee, Virginia and Georgia Railroad.	66.12	18	24,727	824
333	Dak...	35008	Egan, Woonsocket.....	Chicago, Milwaukee and Saint Paul Railway.	84.50	25	22,157	738
334	Miss..	18016	Meridian, New Orleans.	New Orleans and Northeastern Railroad.	196.24	30	18,900	630
335	Mich..	24057	An Sable, Alger Junction (n.o.).	Detroit, Bay City and Alpena Railroad.	47.35	20	18,494	616
336	Ill....	23082	Streator, North Judson.	Indiana, Illinois and Iowa Railroad.	110.50	23	13,787	459
337	S. C...	14016	Belton, Walhalla.....	Columbia and Greenville Railroad.	43.92	17	13,285	442
338	Dak...	35006	Everest, Mayville.....	Casselman Branch Railroad.	46.14	17	13,197	439
339	N. C...	13015	Rocky Mount, Tarboro'.	Wilmington and Weldon Railroad.	17.80	20	12,981	432
340	Tex...	31323	Houston, Nacogdoches..	Houston, East and West Texas Railway.	140.25	20	11,479	382
341	Mich..	24033	Lenox, Jackson.....	Michigan Air-Line Railway.	106.58	22.6	11,202	373
342	Iowa..	27089	Sac City, Kingaleys.....	Chicago and Northwestern Railway.	58.40	20	10,794	359
343	Ga....	15008	Kingston, Rome.....	Rome Railroad.....	20.28	15	10,254	341
344	Fla...	16012	Palatka, Gainesville....	Florida Southern Railway.	49.77	23	9,999	333
345	Wis...	25048	Eau Claire, Chicago Junction (n.o.).	Chicago, Saint Paul, Minneapolis and Omaha Railway.	79.11	20	9,502	316

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
10.2 by 7.2, f. f., a. l.....	12	45 32	.....	.94 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8, 1 l.....	14.61	45 32	.....	For 35.99 m. 30 days from May 1, 1884.
av. 8½ by 7.3, f. f., a. l.....	6	45 32	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 9 by 7. a. l.....	6	45 32	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8.....	6	45 32	.....	30 days from May 1, 1884.
19.6 by 7.6, f. f., a. l.....	13.98*	44 46	.....	.10 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.7, f. f., a. l.....	7	44 46	.....	.08 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 11 by 8.9, 1 l.....	9	44 46	.....	For 32.43 m. 30 days from May 1, 1884.
14 by 7, f. f., a. l.....	7.25*	44 46	.....	30 days from Mar. 19, 1884.
no apt.....	12	44 46	.....	Do.
10.3 by 7.3, f. f., a. l.....	12	43 61	.....	30 days from Mar. 19, 1884. .71 m. decrease.
14 by 7.6, f. f., a. l.....	13	43 61	.....	30 days from Mar. 19, 1884.
10 by 6.10, f. f., a. l.....	9.73*	43 61	.....	Do.
12.7 by 6.6, f. f., a. l.....	12	43 61	.....	Do.
no apt.....	12	43 61	.....	Do.
.....do.....	18	43 61	.....	Do.
11.5 by 6.10, f. f., a. l.....	6	43 61	.....	30 days from Mar. 19, 1884. .35 m. increase.
no apt.....	14	43 61	.....	30 days from Aug. 15, 1883.
r. p. o. (apt.), 15.2 by 7.3, a. l.....	6.67*	43 61	.....	30 days from May 1, 1884.
r. p. o., 40 by 8.9, f. f., a. l (not authorized).	13	42 75	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 17.6 by 9.1, f. f., 1 l.....	7	42 75	.....	30 days from Mar. 19, 1884.
15 by 9.6, f. f., a. l.....	7	42 75	.....	30 days from Mar. 19, 1884. .93 m. decrease.
.....do.....	7	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884.
22 by 9.3, f. f., a. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
in b. o.....	6	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 10 by 6.....	12	42 75	.....	For 26.91 m. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 17 by 9.1.....	6	42 75	.....	For 40.78 m. 30 days from Mar. 19, 1884.
20 by 9, f. f., a. l.....	6	42 75	.....	.39 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9, f. f., a. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
19.8 by 7.10, f. f., a. l.....	7	42 75	.....	30 days from Mar. 19, 1884.
13.1 by 7.5, f. f., a. l.....	6	42 75	.....	30 days from Dec. 15, 1883.
r. p. o. (apt.), 23.6 by 7.3, a. l.....	7.76	42 75	.....	For 35.75 m. 30 days from Mar. 19, 1884.
no apt.....	6	42 75	.....	For 32.42 m. 30 days from Apr. 16, 1884.
8.6 by 5.6; no clerk.....	16	42 75	.....	.04 m. decrease 30 days from Mar. 19, 1884.
no apt.....	7.22*	42 75	.....	.28 m. increase 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14.6 by 7.5 (av.), a. l.....	7.75*	42 75	.....	For 47.17 m. 30 days from Apr. 16, 1884.

## REPORT OF THE POSTMASTER-GENERAL.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
346	S. C.	14014	Cheraw, Wadesborough	Cheraw and Salisbury Railroad.	28.02	20	9,240	308
347	Ohio	21084	Logan, New Straitsville	Columbus, Hooking Valley and Toledo Railway	13.39	23	9,210	307
348	Tenn.	19013	Tullahoma, Walling	Nashville, Chattanooga and Saint Louis Railway.	48.26	18	9,060	302
349	N. Y.	6118	Phoenicia, Hunter	Stony Clove and Catskill Mountain Railway.	14.73	14	18,033	300
350	Ky.	20030	Richmond Junction (n. o.), Richmond.	Kentucky Central Railroad.	34.31	.....	8,974	299
351	Ind.	22034	Rockport, Rockport Junction (n. o.).	Louisville, Evansville and Saint Louis Railway.	16.20	17	8,488	282
352	Ind.	22042	New Castle, Rushville.	Fort Wayne, Cincinnati and Louisville Railroad.	24.89	25	8,340	278
353	S. C.	14008	Alston, Spartanburgh C. H.	Columbia and Greenville Railroad.	68.39	16	8,136	271
354	Fla.	18008	Volusia, Leesburgh.	Saint John's and Lake Eustis Railway.	49.75	18	7,936	264
355	Ohio	21065	Delphos, Kokomo.	Toledo, Cincinnati and Saint Louis Railway.	108.02	20	7,770	259
356	Ky.	20024	Lebanon, Greensburgh.	Louisville and Nashville Railroad.	31.80	12	7,678	255
357	Tenn.	19020	Wartrace, Shelbyville.	Nashville, Chattanooga and Saint Louis Railway.	8.36	18	7,611	253
358	Ind.	22011	Cambridge City, Columbus.	Pennsylvania Company.	63.58	.....	7,616	253
359	Miss.	18015	Artesia, Starkville.	Mobile and Ohio Railroad.	11.60	11	7,552	251
360	Ill.	23056	Geneva, Aurora	Chicago and Northwestern Railway.	10.62	20	7,535	251
361	Ohio	21063	Bellaire, Zanesville.	Bellaire, Zanesville and Cincinnati Railway.	112.57	15	7,311	243
362	Mich.	24036	Trenton, Fayette.	Lake Shore and Michigan Southern Railway.	68.40	20.30	7,211	240
363	Ohio	21046	Painesville, Youngstown	Painesville and Youngstown Railroad.	62.43	18	7,189	239
364	Ohio	21066	Hillsborough, Sardinia.	Columbus and Maysville Railroad.	19.59	10	7,186	239
365	Ohio	21027	Xenia, Springfield	Pittsburgh, Cincinnati and Saint Louis Railway.	19.99	25	7,157	238
366	Mo.	28053	North Springfield, Chadwick.	Saint Louis and San Francisco Railway.	34.79	10	7,115	237
367	Ga.	15037	Augusta, Greenwood	Augusta and Knoxville Railroad.	68.30	14	7,079	235
368	Miss.	18007	Muldon, Aberdeen.	Mobile and Ohio Railroad.	9.50	13	6,905	230
369	S. C.	14011	Spartanburgh C. H., Hendersonville.	Asheville and Spartanburgh Railroad.	50.75	15	6,755	225
370	Ohio	21044	Harbor, Youngstown	Pennsylvania Company.	63.10	27	6,749	224
371	Iowa	27084	Des Moines, Leon	Des Moines, Osceola and Southern Railroad.	92.12	18	6,700	223
372	Miss.	18008	Middleton, Ripley	Ship Island, Ripley and Kentucky Railroad.	25.12	15	6,650	221
373	Ga.	15030	Marietta, Ellijay	Marietta and North Georgia Railroad.	67.76	12	6,574	219
374	S. C.	14012	Newberry C. H., Laurens C. H.	Laurens Railway	31.78	10	6,555	218
375	Ga.	15022	Griffin, Carrollton	Savannah, Griffin and North Alabama Railroad.	60.37	16	6,468	215
376	Mich.	24043	Coleman, Mount Pleasant.	Flint and Pere Marquette Railroad.	15.04	14.71	6,320	210
377	Fla.	18014	Gruelle, Leesburgh.	Florida Southern Railway.	72.88	20	6,265	208
378	Iowa	27086	Oskaloosa, Keithsburg.	Central Iowa Railway	99.19	21	6,215	207
379	Miss.	18009	Durant, Kosciusko	Illinois Central Railroad	21.45	12.50	6,237	207
390	N. C.	13014	Oxford, Henderson	Oxford and Henderson Railroad.	14.20	20	6,202	206
381	Ind.	22033	Frankfort, Kokomo	Toledo, Cincinnati and Saint Louis Railroad.	25.70	20	6,158	205

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
13.6 by 8.7, f. f., a. l. ....	7	42 75	.....	30 days from Mar. 19, 1884.
11 by 7.9, f. f., a. l. ....	12	42 75	.....	30 days from Mar. 19, 1884. .07 m. increase.
8 by 6.2, f. f., a. l. ....	6	42 75	.....	30 days from Mar. 19, 1884. 1.11 m. decrease.
in b. c. ....	6	42 75	.....	12 trips additional during summer months. Combined with returns of April, 1883. 30 days from July 24, 1883.
10 by 6, f. f., a. l. ....	6	42 75	.....	.17 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	18	42 75	.....	30 days from Mar. 19, 1884.
12 by 7.8, f. f., a. l. ....	6	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
20 by 9, f. f., a. l. ....	6	42 75	.....	.11 m. decrease. 30 days from Mar. 19, 1884.
14 by 7.4; no clerk. ....	6	42 75	.....	30 days from Mar. 19, 1884.
10.5 by 7.6, f. f., a. l. ....	6	42 75	.....	.30 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	.20 m. decrease. 30 days from Mar. 19, 1884.
.....do. ....	15*	42 75	.....	.01 m. decrease. 30 days from Mar. 19, 1884.
10.10 by 8.4, f. f., a. l. ....	6	42 75	.....	2.93 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	7	42 75	.....	30 days from Mar. 19, 1884.
no apt. ....	30	42 75	.....	For 3.89 m. 30 days from Apr. 16, 1884.
12 by 7.8, f. f., a. l. ....	8.29*	42 75	.....	30 days from May 1, 1884.
10.4 by 6.8 (av.), a. l. ....	7.57*	42 75	.....	30 days from Mar. 19, 1884.
12 by 6, f. f., a. l. ....	6	42 75	.....	.74 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	30 days from Mar. 19, 1884.
no mail apt. ....	21*	42 75	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	7	42 75	.....	For 27.98 m. 30 days from Apr. 16, 1884.
10.3 by 6.10, f. f., a. l. ....	13	42 75	.....	30 days from Mar. 19, 1884.
in b. c. ....	7	42 75	.....	Do.
7.2 by 6, f. f., a. l. ....	6	42 75	.....	.50 m. decrease. 30 days from Mar. 19, 1884.
19.6 by 8.4 (av.), f. f., a. l. ....	7.01*	42 75	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	For 86.32 m. 30 days from Apr. 16, 1884.
in b. c. ....	7	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.10, 1 l. ....	6	42 75	.....	.07 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884.
9.4 by 5.10, f. f., a. l. ....	6	42 75	.....	.25 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	12	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	Do.
r. p. o. (apt.), 10 by 7.8, a. l. ....	6	42 75	.....	For 81.99 m. 30 days from Apr. 16, 1884. Consolidated with route 23068 from July 1, 1884.
in b. c. ....	6	42 75	.....	.25 m. decrease. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	.80 m. increase. 30 days from Mar. 19, 1884.
11.5 by 6.2 (av.), f. f., a. l. ....	6	42 75	.....	2.15 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
382	Ohio	21072	Edison, Mount Gilead	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	2.40	13	6,086	202
383	Ky	20026	Shelbyville, Bloomfield.	Louisville and Nashville Railroad.	27.75	16	6,033	201
384	N. C.	13013	Jamesville, Washington.	Jamesville and Washington Railroad.	22.57	12	5,952	198
385	S. C.	14015	Lanes, Sumter	Central Railroad of South Carolina.	40	30	5,860	195
386	Ky	20006	Bardstown Junction, Bardstown.	Louisville and Nashville Railroad.	17.93	15	5,870	195
387	Ga	15026	Toccoa, Elberton	Elberton Air-Line Railroad.	51.45	15	5,737	191
388	Mo	28045	Cape Girardeau, Puxico	Cape Girardeau Southwestern Railway.	43.99	10	5,709	190
389	Ga	15020	Cartersville, Cedartown.	East and West Railroad of Alabama.	37.53	20	5,679	189
390	Tenn	19005	Fayetteville, Decherd.	Nashville, Chattanooga and Saint Louis Railway.	40.41	18	5,647	188
391	W. Va.	12011	Weston, Buckhannon	Weston and Buckhannon Railroad.	16.29	12	5,584	186
392	Tenn	19003	Rogersville, Bull's Gap.	Rogersville and Jefferson Railroad.	16.42	16	5,559	185
393	Ohio	21067	Alliance, Phalanx Station (n. o.)	Cleveland, Youngstown and Pittsburgh Railway.	26.10	15	5,538	184
394	Ill	23062	Kankakee, Bloomington.	Illinois Central Railroad.	87.13	25	5,509	183
395	Iowa	27056	Des Moines, Cedar Falls	Wisconsin, Iowa and Nebraska Railway.	107.40	21	5,500	183
396	Ohio	21056	Saint Clairsville, Shields.	Saint Clairsville Railway.	7.26	15	5,402	180
397	Ind	22046	Frankfort, East Saint Louis.	Toledo, Cincinnati and Saint Louis Railroad.	245.03	19	5,342	178
398	Ind	22036	Switz City, Bedford	Bedford, Springfield, Owensburgh and Bloomfield Railway.	41.47	14	5,257	175
399	Ga	15038	Cochran, Hawkinsville.	East Tennessee, Virginia and Georgia Railroad.	10.39	14	5,262	175
400	Ga	15006	Washington, Barnett	Georgia Railroad	18.58	15	5,252	175
401	S. C.	14013	Chester C. H., Lancaster C. H.	Cheraw and Chester Railroad.	29.47	15	5,197	173
402	Ala	17020	Atalla, Gadsden	East Alabama Railway	5.90	15	5,135	171
403	Ind	22016	Fairland, Martinsville.	Fairland, Franklin and Martinsville Railroad.	38.35	20	5,091	169
404	Ga	15027	Sandersville, Tennille.	Sandersville and Tennille Railroad.	3.50	18	5,080	167
405	Ala	17025	Tusculumbia, Florence	Memphis and Charleston Railroad.	6.29	12	4,966	165
406	Conn	5002	Stamford, New Canaan	Stamford and New Canaan Railroad.	8.89	9	4,940	164
407	Ind	22039	Fort Branch, Mount Vernon.	Evansville and Terre Haute Railroad.	38.75	25	4,897	163
408	Ohio	21091	Toledo, Findlay	Toledo and Indianapolis Railway.	44.72	20	4,852	161
409	Tenn	19016	Dickson, Centreville	Nashville and Tuscaloosa Railroad.	34.59	12	4,794	159
410	Nebr	34023	Kenesaw, Holdrege	Nebraska and Colorado Railroad.	40.32	11	4,771	159
411	Tenn	19017	Columbia, Lawrenceburg.	Nashville and Florence Railroad.	36.67	14	4,741	158
412	Mich	24054	East Saginaw, Sebewaing.	Saginaw, Tuscola and Huron Railroad.	38.23	20	4,712	157
413	Mich	24051	Point Saint Ignace (n. o.), Marquette.	Detroit, Mackinac and Marquette Railroad.	151.37	16.66	4,718	157
414	Ohio	21070	Tontogany, Bowling Green.	Bowling Green Railroad.	5.94	20	4,698	156
415	Ga	15014	Gordon, Eatonton	Central Railroad and Banking Company.	38.53	18	4,620	154
416	S. C.	14009	Hodges, Abbeville	Columbia and Greenville Railroad.	11.93	12	4,643	154
417	Ga	15043	Belton, Tallulah	Northeastern Railroad of Georgia.	33.23	20	4,612	153

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		Dollars.	Dollars.	
no apt .....	18	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
10.3 by 7.3, f. f., s. l .....	12	42 75	.....	1.78 m. increase. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
19.8 by 7.10, f. f., s. l .....	7	42 75	.....	Do.
no apt .....	6	42 75	.....	.05 m. decrease. 30 days from Mar. 19, 1884.
10.6 by 5.8, f. f., s. l .....	6	42 75	.....	1.03 m. increase. 30 days from Mar. 19, 1884.
no apt .....	8.43	42 75	.....	For 26.85 m. 30 days from May 7, 1884.
..... do .....	7	42 75	.....	.98 m. increase. 30 days from Mar. 19, 1884.
8 by 6.6, f. f., s. l .....	6	42 75	.....	.04 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	42 75	.....	30 days from July 23, 1884.
6.6 by 6, f. f., s. l .....	6	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
6.5 by 5.9, f. f., s. l .....	12	42 75	.....	1.07 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), av. 10.11 by 6.6 .....	6	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15.6 by 8.9, s. l .....	6	42 75	.....	30 days from Apr. 16, 1884.
no apt .....	12	42 75	.....	.18 m. decrease. 30 days from Mar. 19, 1884.
12.2 by 5.9, f. f., s. l .....	6	42 75	.....	6.77 m. increase. 30 days from Mar. 19, 1884.
6.7 by 4.6, f. f., s. l .....	6	42 75	.....	.18 m. increase. 30 days from Mar. 19, 1884.
in b. c .....	12	42 75	.....	.20 m. decrease. 30 days from Mar. 19, 1884.
..... do .....	7	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
7.4 by 4.10, f. f., s. l .....	6	42 75	.....	.73 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	6	42 75	.....	.23 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l .....	6	42 75	.....	30 days from Mar. 19, 1884.
no apt .....	14	42 75	.....	Do.
..... do .....	7	42 75	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	12	42 75	.....	30 days from Aug. 28, 1883.
9.3 by 5.6, f. f., s. l .....	7.05*	42 75	.....	.65 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
..... do .....	6	42 75	.....	1.63 m. decrease. 30 days from Mar. 19, 1884.
..... do .....	6	42 75	.....	30 days from Apr. 16, 1884.
6 by 3.6, f. f., s. l .....	6	42 75	.....	1.63 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75	.....	30 days from Mar. 19, 1884.
..... do .....	6	42 75	.....	Do.
..... do .....	18*	42 75	.....	.43 m. decrease. 30 days from Mar. 19, 1884.
15 by 8, f. f., s. l .....	6	42 75	.....	.04 m. decrease. 30 days from Mar. 19, 1884.
in b. c .....	6	42 75	.....	.11 m. increase. 30 days from Mar. 19, 1884.
10.2 by 7.2, f. f., s. l .....	6	42 75	.....	.02 m. decrease. 12 m. lap service at \$15 per m. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
418	Mich.	24056	Petosky, Harbor Springs.	Bayview, Little Traverse and Mackinaw Railroad.	8.35	14.76	4,601	153
419	Ohio	21077	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	19.94	22	4,500	150
420	Ga....	15019	Barnesville, Thomaston.	Central Railroad and Banking Company.	16.53	11	4,493	149
421	Miss.	18017	Durant, Lexington...	Illinois Central Railroad...	13.16	12.50	4,474	149
422	N. C.	13020	Tarborough, Williams- ton.	Albemarle and Raleigh Railroad.	33.61	25	4,458	148
423	S. C.	14020	Lane's, Georgetown...	Georgetown and Lane's Railroad.	33.20	20	4,459	148
424	N. J.	7058	Two Bridges Junction (n. o.), Stroudsburg.	New York, Susquehanna and Western Railroad.	47.85	25	4,314	143
425	Tenn.	19015	Columbia, Fayetteville.	Nashville, Chattanooga and Saint Louis Railway.	48.87	12	4,172	139
426	Ala....	17024	Elmore, Wetumpka.....	South and North Alabama Railroad.	6.92	12	4,186	139
427	Ga....	15034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern Railroad.	52.27	12	4,140	138
428	Mich.	24063	Lawton, Hartford.....	Paw Paw, Toledo and South Haven Railroad.	20.21	7.87	4,081	136
429	Ga....	15028	Wadley, Louisville....	Louisville and Wadley Railroad.	10.62	15	4,052	135
430	Tenn.	19014	Knoxville, Maryville ..	Knoxville and Augusta Railroad.	18.45	14	4,062	135
431	W. Va.	12012	Grafton, Philippi.....	Grafton and Greenbrier Railroad.	24	12	3,999	133
432	Kans.	33039	Girard, Chanute.....	Southern Kansas Railway.	41.23	15	3,997	133
433	Mo....	28035	Neelysville, Doniphan...	Saint Louis, Iron Mountain and Southern Railway.	20.09	8	3,955	131
434	Miss.	18016	Meridian, Ellisville....	New Orleans and North-eastern Railroad.	65.03	28	3,955	131
435	N. Y.	6059	Olean, Nunda Junction (n. o.).	Lackawanna and Pittsburgh Railroad.	70.14	17	3,932	131
436	Ohio	24075	Paulding, Greenville....	Cincinnati, Van Wert and Michigan Railroad.	76.50	20	3,910	130
437	Wis.	25055	Brandon, Markesan.....	Chicago, Milwaukee and Saint Paul Railway.	11.78	17	3,915	130
438	Ind....	22015	North Vernon, Rushville.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	45.50	23	3,861	128
439	Ky....	20013	Willard, Greenup.....	Eastern Kentucky Railroad.	34.31	15	3,804	126
440	Ind....	22026	Washington, Evansville.	Indianapolis and Evansville Railway.	58.30	15	3,806	126
441	Tenn.	19010	Tracy City, Cowan.....	Tennessee Coal and Railroad Company.	20.25	18	3,754	125
442	N. C.	13018	University Station, Chapel Hill.	Richmond and Danville Railroad.	11.16	12	3,751	125
443	Mo....	28055	Clinton, Brownington...	Kansas City and Southern Railway.	11.55	18	3,697	123
444	Ala....	17011	Gainesville, Narkeeta...	Tram Road Transportation Company.	22.09	5	3,645	121
445	Mo....	28043	Summitville, Bonne Terre.	Saint Joe and Desloge Railway.	13.20	15	3,605	120
446	Iowa.	27091	New Sharon, Newton...	Central Iowa Railway....	33.66	12	3,629	120
447	Ga....	15034	Monroe, Social Circle...	Gainesville, Jefferson and Southern Railroad.	10.72	17	3,525	117
448	Ga....	15040	Albany, Blakely.....	Southwestern Railroad...	50.19	12	3,486	116
449	Wis.	25054	Trampeleau, Galeville ..	Chicago and Northwest- ern Railway.	8.23	20	3,497	116
450	N. H.	1022	Plymouth, North Wood- stock.	Boston, Concord and Mon- treal Railroad.	21.06	16	3,473	115
451	N. Y.	6126	Buffalo (Erie st.), Black Rock (N. Y. C. sta.) (n. o.).	Grand Trunk Railway....	4.59	18	3,391	113
452	N. Y.	6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre Railroad.	5.42	12	3,386	113
453	Ohio	21081	Delphos, Carey.....	Cleveland, Delphos and Saint Louis Railroad.	56.60	15	3,388	112
454	Ohio	21086	Alliance, Niles.....	Alliance, Niles and Ash- tabula Railroad.	27.93	25	3,359	111

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trip per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt .....	18	42 75		30 days from Mar. 19, 1884.
4 by 7.9, f. f., a. l .....	12	42 75		.01 m. increase. 30 days from Mar. 19, 1884.
4 by 4; no clerk .....	12	42 75		.10 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	6	42 75		30 days from Mar. 19, 1884.
10.2 by 6.9, f. f., a. l .....	7	42 75		2.73 m. increase. 30 days from Mar. 24, 1884.
in b. c. ....	7	42 75		30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.4 by 6.9, l. l .....	6	42 75		30 days from Nov. 5, 1883.
8 by 5, f. f., a. l .....	6	42 75		.32 m. increase. 30 days from Mar. 19, 1884.
no apt .....	7	42 75		.11 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from June 4, 1884.
.....do .....	10.92*	42 75		30 days from Mar. 19, 1884.
.....do .....	12	42 75		Do.
.....do .....	6	42 75		Do.
.....do .....	6	42 75		30 days from Aug. 12, 1884.
.....do .....	6	42 75		30 days from Apr. 16, 1884.
.....do .....	6	42 75		Do.
in b. c.; no clerk .....	6	42 75		30 days from Nov. 1, 1883.
in b. c. ....	9	42 75		For 40.51 m. 30 days from Aug. 14, 1884.
no apt .....	6	42 75		1.47 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from Mar. 19, 1884.
12 by 6.10, f. f., a. l .....	6	42 75		Do.
10.6 by 5, f. f., a. l .....	7.65*	42 75		.45 m. decrease. 30 days from Mar. 19, 1884.
9.3 by 6, f. f., a. l .....	6	42 75		30 days from Mar. 19, 1884.
7 by 3, f. f., a. l .....	7	42 75		2.06 m. decrease. 30 days from Mar. 19, 1884.
16 by 8, f. f., a. l .....	6	42 75		.54 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		30 days from Apr. 16, 1884.
in b. c. ....	6	42 75		.03 m. increase. 30 days from Mar. 19, 1884.
no apt .....	18*	42 75		30 days from Apr. 16, 1884.
.....do .....	7.10	42 75		Do.
in b. c. ....	12	42 75		30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 9.8, f. f., l. l .....	6	42 75		.13 m. increase. 30 days from Mar. 19, 1884.
no apt .....	12	42 75		30 days from Apr. 16, 1884.
in b. c. ....	13.98	42 75		30 days from Sept. 4, 1883.
r. p. o. (apt.), 25 by 6.10, l. l .....	6	42 75		30 days from June 11, 1883.
in b. c. ....	18	42 75		30 days from Sept. 4, 1883.
no apt .....	6	42 75		.55 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		30 days from Mar. 19, 1884.



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
455	Ky ...	20019	Johnson Junction, Hillsborough.	Cincinnati and Southeastern Railroad.	16.90	15	3,343	111
456	Dak ...	35014	Brookings, Watertown.	Chicago and Northwestern Railway.	48.24	23	2,271	109
457	Nebr.	34024	Chester, Hebron .....	Nebraska and Colorado Railroad.	11.83	12 50	3,214	107
458	Ala ...	17028	East and West Junction (n. o.), Broken Arrow.	East and West Railroad, of Alabama.	41.75	15	3,200	106
459	N. C. ...	13019	Halifax, Scotland Neck.	Wilmington and Weldon Railroad.	21	15	3,152	105
460	Ind ...	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Railroad.	8.39	12	3,176	105
461	Ohio ...	21085	New Richmond Junction (n. o.), New Richmond.	Cincinnati and Eastern Railway.	14.66	16	3,145	104
462	Minn.	26047	Sank Centre, Eagle Bend.	Saint Paul, Minneapolis and Manitoba Railway.	37.34	12	3,104	103
463	Mich	24044	Harrison Junction (n. o.), Meredith.	Flint and Pere Marquette Railroad.	29.85	14. 26	3,101	103
464	Kan.	33038	Leavenworth, Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Railway.	46.98	18	3,031	101
465	Nebr.	34022	Wakefield, Hartington.	Chicago, Saint Paul, Minneapolis and Omaha Railroad.	33.80	15	3,029	100
466	Ala ...	17021	Enfauia, Clayton .....	Enfauia and Clayton Railroad.	21.53	15	3,026	100
467	Ga. ....	15034	Monroe, Social Circle ...	Gainesville, Jefferson and Southern Railroad.	10.72	16	3,008	100
468	S. C. ...	14019	Blackville, Barnwell C. H.	Barnwell Railroad .....	9.64	12	2,931	97
469	Ky ...	20022	Mount Sterling, Cornwell.	Coal Road Construction Company.	18.75	15	2,920	97
470	Ala ...	17014	Opelika, Buffalo .....	East Alabama Railway....	22.19	18	2,934	97
471	Ga ...	15041	Cuthbert, Fort Gaines ..	Southwestern Railroad....	23.23	17	2,890	96
472	Ohio ...	21048	Lore City, Cumberland ..	Cincinnati, Wheeling and New York Railroad.	18.77	15	2,852	95
473	Ga. ....	15033	Talbotton, Bostick (n. o.)	Talbotton Railroad .....	7.20	20	2,879	95
474	Ky ...	20031	Madisonville, Providence.	Louisville and Nashville Railroad.	16.70	10	2,871	95
475	Ga. ....	15017	Fort Valley, Perry .....	Southwestern Railroad....	12.86	15	2,865	95
476	Tenn.	19012	Victoria, Bridgeport ....	Nashville, Chattanooga and Saint Louis Railway.	19.71	12	2,722	94
477	Ohio ...	21059	College Hill Junction (n. o.), Mount Healthy.	Cincinnati Northwestern Railway.	7.08	18	2,804	93
478	Mich	24012	Niles, South Bend .....	Michigan Central Railroad.	12.43	14. 8	2,812	93
479	Ohio ...	21088	Cecil, Paulding .....	Paulding and Cecil Railway.	6.86	.....	2,814	93
480	Iowa..	27088	Eldora Junction (n. o.), Iowa Falls.	Chicago, Iowa and Dakota Railroad.	21.49	20	2,788	92
481	Tex ...	31044	Jacksonville, Alto .....	Kansas and Gulf Short Line Railroad.	28.11	20	2,714	90
482	Iowa	27088	Eldora Junction (n. o.) Eldora.	Chicago, Iowa and Dakota Railroad.	5.80	20	2,661	88
483	Mich	24038	Iron River Junction (n. o.) Iron River.	Chicago and Northwestern Railway.	19.81	18	2,666	88
484	Ohio ...	21087	Huron, Norwalk .....	Wheeling and Lake Erie Railroad.	13.67	23	2,665	88
485	Colo ...	38029	Boulder, Sunset .....	Greeley, Salt Lake and Pacific Railway.	13.11	10	2,656	88
486	Ill ...	23028	Junction, Mound City...	Mound City Railroad .....	2.94	6	2,608	86
487	Tenn	19018	Johnson City, Cranberry Forge.	East Tennessee and Western North Carolina Railroad.	33.80	12	2,556	85
488	Mich	24047	Flint, Fostoria .....	Flint and Pere Marquette Railroad.	24.46	15	2,522	84
489	Ky ...	20028	Kings Mountain Station, Yosemite.	Cincinnati, Green River and Nashville Railroad.	11.42	15	2,497	83
490	Tenn	19019	Moscow, Somerville.....	Memphis and Charleston Railroad.	13.49	20	2,370	79

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p.o. cars.	Remarks.
		Dollars.	Dollars.	
no apt .....	9.81*	42 75		.18 m. decrease. 30 days from Apr. 1, 1884.
.....do .....	6	42 75		30 days from Apr. 16, 1884.
.....do .....	12	42 75		Do.
.....do .....	6	42 75		30 days from Mar. 19, 1884.
19.8 by 7.10, f. f.; no clerk .....	6	42 75		Do.
no apt .....	6	42 75		Do.
15 by 7, f. f., a. l. ....	6	42 75		Do.
no clerk .....	6	42 75		30 days from Apr. 16, 1884.
no apt .....	12	42 75		For 14.87 m. 30 days from Mar. 19, 1884.
7 by 6, f. f., a. l. ....	6	42 75		30 days from Apr. 16, 1884.
no clerk .....	6	42 75		Do.
no apt .....	6	42 75		.02 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75		Reweighed for 30 days from Mar. 19, 1884.
no apt .....	12	42 75		.22 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		.93 m. decrease. 30 days from Mar. 19, 1884.
8 by 6, f. f.; no clerk .....	6	42 75		.40 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		.03 m. increase. 30 days from Mar. 19, 1884.
.....do .....	9.53*	42 75		30 days from Mar. 19, 1884.
.....do .....	12	42 75		Do.
.....do .....	6	42 75		.19 m. increase. 30 days from Mar. 19, 1884. 16.51 m. from Apr. 16, 1883, to June 30, 1884.
.....do .....	6	42 75		.46 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	6	42 75		.09 m. increase. 30 days from Mar. 19, 1884.
.....do .....	12	42 75		30 days from Mar. 19, 1884.
.....do .....	9*	42 75		Do.
.....do .....	6	42 75		.42 m. increase. 30 days from Mar. 19, 1884.
.....do .....	7.53	42 75		30 days from Apr. 16, 1884.
.....do .....	6	42 75		Do.
.....do .....	12	42 75		30 days from Dec. 17, 1883.
.....do .....	7	42 75		30 days from Apr. 16, 1884.
.....do .....	12	42 75		30 days from Mar. 19, 1884.
.....do .....	7	42 75		30 days from Apr. 16, 1884.
.....do .....	6	42 75		30 days from Mar. 19, 1884.
10.8 by 5.6, f. f., a. l. ....	6	42 75		.05 m. increase. 30 days from Mar. 19, 1884.
no apt .....	6	42 75		30 days from Mar. 19, 1884.
.....do .....	6	42 75		Do.
.....do .....	6	42 75		.18 m. decrease. 30 days from Apr. 21, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
491	N. J. . .	7020	Pleasantville, Somers Point.	West Jersey Railroad.....	7.31	17	2,371	79
492	Ga. ....	15032	Snawnee, Lawrenceville.	Lawrenceville Branch Railroad.	10.43	15	2,379	79
493	Iowa ..	27082	Winfield, Martinsburgh.	Burlington and Western Railway.	47.70	12.75	2,340	78
494	Mich ..	24059	Milton Junction (n. o.), Luther.	Grand Rapids and Indiana Railroad.	11.50	10.48	2,315	77
495	Fla. ....	16010	Sanford, Lake Jeasup...	Sanford and Indian River Railroad.	10.43	12	2,325	77
496	Ohio ..	21021	Carey, Findlay.....	Indiana, Bloomington and Western Railway.	16	15	2,294	76
497	Miss ..	18011	Greenville, Arcola .....	Georgia Pacific Railway ..	21.90	15	2,280	75
498	Ohio ..	21093	New Galilee, East Carmel.	New York, Pittsburgh and Chicago Railway.	15.35	25	2,201	73
499	Ohio ..	21057	Jeffersonville, Clayville Junction (n. o.)	Cincinnati, Columbus and Hocking Valley Railway.	28	10	2,168	72
500	Mass. .	3075	Bellingham, Franklin ..	Milford, Franklin and Providence Railroad.	5.37	20	2,134	71
501	Ill. ....	23022	Joliet, Lake Station ....	Michigan Central Railroad.	45.67	25	2,138	70
502	Ind. ....	22028	Fair Oaks, Attica .....	Chicago and Great Southern Railway.	56.34	20	2,120	70
503	Mich ..	24046	Mars, Hart .....	Chicago and West Michigan Railway.	4.15	19.8	2,128	70
504	Ga. ....	15035	Roswell Junction (n. o.), Roswell.	Roswell Railway.....	10.87	15	2,102	70
505	Ga. ....	15024	Columbus, Chipley .....	Columbus and Rome Railroad.	33	18	2,051	68
506	Ohio ..	21082	Saint Mary's, Minster ..	Lake Erie and Western Railway.	10.06	20	2,033	67
507	Me. ....	23	Monson Junction (n. o.), Monson.	Monson Railroad .....	6.16	12	2,010	67
508	Wis. ....	25056	Dexterville Junction (n. o.), Vesper.	Wisconsin, Pittsville and Superior Railway.	20.29	10	1,953	65
509	N. C. ....	13017	Alma, Plainview .....	Alma and Little Rock Railroad.	12.88	12	1,942	64
510	Ind. ....	22031	Attica, Yeddo .....	Chicago and Great Southern Railway.	21.32	20	1,947	64
511	Minn ..	26051	Rush City, Grantsburgh.	Saint Paul and Duluth Railroad.	17.34	18	1,870	63
512	Wis. ....	25053	Red Cedar Junction (n. o.), Menomonee.	Chicago, Milwaukee and Saint Paul Railway.	16.46	11	1,866	62
513	Mich ..	24053	Humboldt, Republic....	Marquette, Houghton and Ontonagon Railroad.	8.70	18	1,822	60
514	Ala. ....	17027	Montgomery, Ada .....	Montgomery Southern Railway.	21	.....	1,650	53
515	Ind. ....	22037	Anderson, Noblesville ..	Anderson, Lebanon and Saint Louis Railroad.	19.96	20	1,592	53
516	N. J. . .	7060	Sea Isle Junction (n. o.), Sea Island City.	West Jersey Railroad .....	4.97	20	1,619	53
517	Pa. ....	8153	Sunbury, Lewisburgh ..	Philadelphia and Reading Railroad.	9.84	23	1,561	52
518	Ga. ....	15045	Gainesville, Jefferson...	Gainesville, Jefferson and Southern Railroad.	22.70	13	1,582	52
519	Fla. ....	16017	Micanopy Junction (n. o.), Micanopy.	Florida Southern Railway	4.11	20	1,442	48
520	Ga. ....	15045	Emory, Jefferson .....	Gainesville, Jefferson and Southern Railroad.	13.51	13	1,445	48
521	Ohio ..	21050	Deshler, McComb .....	McComb, Deshler and Toledo Railroad.	10.28	20	1,428	47
522	Ala. ....	17023	Birmingham, Pratt Mines.	Pratt Coal and Iron Company.	6.74	12	1,399	46
523	Tenn. .	19023	Lyles, Warner.....	Warner Iron Company....	1.50	10	1,322	44
524	Tenn. .	19021	Spring City, Oliver Springs.	Tennessee Central Railroad.	12.16	13	1,348	44
525	N. J. . .	7059	Delaware Station, Columbia Junction (n. o.)	New York, Susquehanna and Western Railroad.	8.16	25	1,310	43
526	Ala. ....	17027	Montgomery, Ada .....	Montgomery Southern Railway.	21.01	13	1,318	43
527	Mich ..	24058	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Railway.	35.01	16	1,281	41

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.
		Dollars.	Dollars.	
in b. c. ....	6	42 75	.....	30 days from Sept. 4, 1883.
no apt. ....	6	42 75	.....	.53 m. increase. 30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	.03 m. increase. 30 days from July 25, 1883.
.....do. ....	11.55*	42 75	.....	30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	Do.
no apt. ....	6	42 75	.....	Do.
.....do. ....	6	42 75	.....	.48 m. decrease. 30 days from June 30, 1884.
.....do. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	Do.
in b. c. ....	21	42 75	.....	30 days from Nov. 15, 1883.
r. p. o. (apt.), 11.8 by 6.8, a. l. ....	6	42 75	.....	.06 m. increase. 30 days from July 30, 1883.
no apt. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	Do.
in b. c. ....	6	42 75	.....	.13 m. decrease. 30 days from Mar. 19, 1884.
24 by 7, f. f., a. l. ....	6	42 75	.....	.30 m. increase. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	.81 m. decrease. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75	.....	30 days from May 1, 1884.
no apt. ....	6	42 75	.....	30 days from Apr. 16, 1884.
.....do. ....	6	42 75	.....	.29 m. increase. 30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	Do.
.....do. ....	6	42 75	.....	30 days from Apr. 19, 1884.
.....do. ....	6	42 75	.....	All land grant. 30 days from Apr. 16, 1884.
.....do. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	.92 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	12	42 75	.....	30 days from Aug. 14, 1884.
.....do. ....	6	42 75	.....	30 days from May 1, 1884.
.....do. ....	6	42 75	.....	Route restated from May 1, 1884. 30 days from Mar. 19, 1884.
no apt. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	30 days from June 4, 1884.
.....do. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	12	42 75	.....	.65 m. increase. 30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	.16 m. increase. 30 days from Mar. 19, 1884.
.....do. ....	6	42 75	.....	30 days from Nov. 5, 1883.
in b. c. ....	6	42 75	.....	30 days from Oct. 1, 1883.
.....do. ....	6	42 75	.....	30 days from Apr. 16, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
528	W. Ter.	43010	Bolles Junction (n. o.), Riparia.	Oregon Railway and Navigation Company.	31.10	7	1,256	41
529	Ill ....	23031	Belleville, O'Fallon Depot.	Louisville and Nashville Railroad.	7.34	13	1,258	41
530	Ky ...	20023	Louisville, Prospect (n. o.).	..... do .....	11	11	1,255	41
531	Tenn ..	19022	Hunnicut, Poplar Creek	Walden's Ridge Railroad..	18.06	12	1,184	39
532	Ill ....	23060	Greenfield, Kampsville.	Litchfield, Carrollton and Western Railroad.	22.90	15	1,157	38
533	Minn ..	26049	Saint Cloud, Hinckley ..	Saint Paul, Minneapolis and Manitoba Railway.	68.04	13	1,113	37
534	Ind ...	22040	Covington, Snoddy's Mills.	Chicago and Eastern Illinois Railroad.	9.49	15	1,111	37
535	Fla ...	16005	Pensacola, Millview ....	Pensacola and Perdido Railroad.	10.25	15	1,037	34
536	Pa ....	8151	Youngwood (n. o.), United.	Pennsylvania Railroad....	8.84	8	945	31
537	Ind ...	22041	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Railway.	7.34	20	873	29
538	Utah ..	41069	Colton, Scofield .....	Denver and Rio Grande Railway.	17.30	12	855	28
539	Mich ..	24011	Slocumb Junction (n. o.), Grosse Isle.	Michigan Central Railroad.	2.36	15	811	27
540	Wis ...	25045	Monico, Rhineland .....	Milwaukee, Lake Shore and Western Railway.	14.76	25	742	24
541	W. Va ..	12009	Shaw, Elkins .....	West Virginia Central and Pittsburgh Railway.	21.63	11	637	21
542	Ga ....	15029	Hartwell, Bowersville ..	Hartwell Railroad Construction and Operating Company.	10.15	15	627	20
543	Ga ....	15023	Brunswick, Albany .....	Brunswick and Western Railroad.	171.73	21	7,157	238
544	Pa ....	8048	West Chester, Phoenixville.	Pennsylvania Railroad ..	18.42	24	3,549	118
545	Cal ...	46042	Mojave, Needles .....	Southern Pacific Railroad.	240.46	23	7,125	237
546	N. Mex ..	39003	Albuquerque, Needles..	Atlantic and Pacific Railroad.	574.70	21	20,773	692
547	Minn ..	26001	Duluth, Brainerd .....	Northern Pacific Railroad.	110.60	20	4,774	158
548	Pa ...	8126	Bowmansdale, Shippensburg.	Harrisburg and Potomac Railroad.	32.45	20	3,183	106
549	Wis ...	25032	Ashland Junction (n. o.), Ashland.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	4.64	20	2,057	68
550	Ala ...	17022	Selma, Martin's Station.	New Orleans and Selma Railroad.	21	18	1,282	42
551	Miss ..	18013	Stoneville, Johnsonville.	Georgia Pacific Railway ..	20.54	12	877	29
552	Minn ..	26050	Crookston, Saint Hilaire	Saint Paul, Minneapolis and Manitoba Railway.	28.73	14	897	29
553	Fla ...	16013	Tallahassee, Saint Marks.	Florida Central and Western Railroad.	21.89	20	461	15
554	N. Y. ...	6125	Hopewell Junction, Nicopce Junction (n. o.).	New York and New England Railroad.	11.19	28	618	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt .....	7	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Apr. 17, 1884.
.....do .....	6	42 75	.....	.04 m. decrease. 30 days from Mar. 19, 1884.
.....do .....	11*	42 75	.....	30 days from June 4, 1884.
no clerk .....	6	42 75	.....	30 days from Apr. 16, 1884.
no apt .....	6	42 75	.....	.12 m. increase. 30 days from Mar. 19, 1884.
in passenger car .....	7	42 75	.....	1.92 m. increase. 30 days from Mar. 19, 1884.
in b. c. ....	6	42 75	.....	30 days from Nov. 5, 1883.
no apt .....	12	42 75	.....	.56 m. increase. 30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Apr. 16, 1884.
.....do .....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	30 days from Apr. 16, 1884.
in b. c. ....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do .....	6	42 75	.....	.15 m. increase. 30 days from Mar. 19, 1884.
14.6 by 8.7, f. f., s. l. ....	7	38 48	.....	.66 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	18.94	38 48	.....	For 7.14 m. 30 days from May 5, 1884.
apt .....	7	36 25	.....	30 days from Apr. 16, 1884.
21 by 9, f. f., s. l. ....	7	34 20	.....	30 days from Aug. 1, 1884.
no r. p. o. clerk .....	9.15*	34 20	.....	4.02 m. decrease. Part.
in b. c. ....	16.65	34 20	.....	For 25.23 m. 30 days from Aug. 14, 1884.
no apt .....	12	34 20	.....	30 days from Apr. 16, 1884.
in charge of conductor .....	3	29 93	.....	.45 m. decrease. 30 days from Mar. 19, 1884.
no apt .....	3	29 93	.....	.11 m. increase. 30 days from June 30, 1884.
.....do .....	3	29 92	.....	30 days from Mar. 19, 1884.
in b. c. ....	3	29 92	.....	Do.
r. p. o. (apt.), 28.6 by 8.10, 11 .....	6	15 00	.....	30 days from Mar. 26, 1884.

## Index to Table G.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Alabama and Great Southern R. R. ....	151	17015	Chicago and Northwestern Railway .....	483	24038
Albemarle and Raleigh R. R. ....	422	18020	Do .....	527	24058
Alliance, Niles and Ashtabula R. R. ....	454	21086	Do .....	45	25009
Alma and Little Rock R. R. ....	509	18017	Do .....	87	25010
Anderson, Lebanon and Saint Louis R. R. ....	515	22037	Do .....	83	25011
Asheville and Spartanburgh R. R. ....	360	14011	Do .....	44	25014
Atlantic and North Carolina R. R. ....	234	13005	Do .....	449	25054
Atlantic and Pacific R. R. ....	546	39003	Do .....	211	27070
Augusta and Knoxville R. R. ....	367	15037	Do .....	342	27089
Baltimore and Ohio R. R. ....	35	21010	Do .....	456	35014
Do .....	36	21010	Chicago and West Michigan Railway ..	111	24021
Do .....	131	21010	Do .....	262	24022
Do .....	299	21038	Do .....	273	24023
Do .....	47	21047	Do .....	240	24026
Do .....	185	12001	Do .....	503	24046
Do .....	186	12001	Do .....	112	24052
Do .....	247	12001	Chicago, Burlington and Kansas City Railway ..	220	27008
Do .....	317	8040	Chicago, Burlington and Quincy R. R. ....	13	23007
Barnwell R. R. ....	468	14019	Do .....	31	23010
Bayview, Little Traverse and Mackinaw R. R. ....	418	24056	Do .....	124	27033
Bedford, Springville, Owensburgh and Bloomfield Railway .....	398	22036	Do .....	81	23005
Bellaire, Zanesville and Cincinnati Railway .....	361	21063	Do .....	34	27005
Boston, Concord and Montreal R. R. ....	450	1022	Do .....	101	27073
Bowling Green R. R. ....	414	21070	Chicago, Detroit and Canada Grand Trunk Junction R. R. ....	59	24028
Brunswick and Western R. R. ....	543	15023	Do .....	217	24062
Buffalo, New York and Philadelphia R. R. ....	162	6061	Chicago, Iowa and Dakota Railway .....	480	27088
Burlington and Missouri River R. R. in Nebraska .....	82	34002	Do .....	482	27088
Burlington and Western Railway .....	493	27082	Cleveland, Columbus, Cincinnati and Indianapolis Railway .....	89	21013
Cape Girardeau Southwestern Railway ..	388	28045	Do .....	49	21016
Carolina Central R. R. ....	270	13003	Do .....	32	21042
Do .....	257	13008	Do .....	382	21072
Cassellton Branch R. R. ....	338	35006	Cleveland, Delphos and Saint Louis R. R. ....	453	21081
Central Iowa Railway .....	294	23068	Cleveland, Lorain and Wheeling R. R. ....	198	21041
Do .....	378	27086	Cleveland, Mount Vernon and Delaware R. R. ....	145	21004
Do .....	446	27091	Cleveland, Youngstown and Pittsburgh Railway .....	393	21067
Central Ohio R. R. ....	38	21001	Coal Road Construction Company .....	469	20022
Do .....	39	21001	Columbus and Maysville R. R. ....	384	21066
Do .....	106	21001	Columbus and Rome R. R. ....	505	15024
Central Pacific R. R. ....	15	46001	Columbus and Western Railway .....	154	17007
Do .....	51	46003	Do .....	238	17016
Central R. R. and Banking Co. ....	194	15005	Columbus, Hocking Valley and Toledo Railway .....	161	21036
Do .....	152	15010	Do .....	199	21053
Do .....	68	15012	Do .....	158	21074
Do .....	415	15014	Do .....	419	21077
Do .....	425	15019	Do .....	347	21084
Central R. R. of South Carolina .....	385	14015	Connotton Valley Railway .....	315	21009
Chagrin Falls and Southern R. R. ....	325	21079	Do .....	281	21092
Charleston and Savannah Railway .....	64	14004	Chicago, Milwaukee and Saint Paul Railway .....	11	23035
Charlotte, Columbia and Augusta R. R. ....	84	13007	Do .....	40	23054
Do .....	306	13009	Do .....	17	25002
Chattahoochee Railway .....	322	20027	Do .....	512	25053
Cheraw and Chester R. R. ....	401	14013	Do .....	437	25055
Cheraw and Darlington R. R. ....	316	14006	Do .....	20	26013
Cheraw and Salisbury R. R. ....	346	14014	Do .....	103	27028
Chesapeake and Ohio Railway .....	110	20016	Do .....	193	27034
Do .....	132	20016	Do .....	333	35008
Chesapeake, Ohio & Southwestern R. R. ....	113	20009	Do .....	181	35017
Do .....	138	20010	Chicago, Rock Island and Pacific Railway ..	14	23015
Chester and Lenoir Narrow Gauge R. R. ....	289	14007	Do .....	25	27014
Chicago and Atlantic R. R. ....	252	21090	Chicago, Saint Louis and Pittsburgh R. R. ....	7	21015
Chicago and Eastern Illinois R. R. ....	182	22024	Do .....	178	22009
Do .....	534	22040	Chicago, Saint Paul, Minneapolis and Omaha Railway .....	305	25028
Chicago and Grand Trunk Railway .....	156	24039	Do .....	135	25030
Chicago and Great Southern Railway .....	502	22028	Do .....	549	25032
Do .....	510	22031	Do .....	345	25048
Chicago and Northwestern Railway .....	33	23001	Do .....	465	34022
Do .....	18	23003			
Do .....	360	23056			
Do .....	105	24031			
Do .....	291	24032			

Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Cincinnati and Eastern Railway .....	191	21052	Fernandina and Jacksonville R. R. ....	192	18009
Do .....	461	21085	Flint and Pere Marquette R. R. ....	79	24015
Cincinnati and Greenville R. R. ....	179	14001	Do .....	376	24043
Do .....	353	14008	Do .....	463	24044
Do .....	416	14009	Do .....	153	24045
Do .....	337	14016	Do .....	488	24047
Cincinnati and Portsmouth R. R. ....	239	21060	Do .....	117	24048
Cincinnati and Southeastern R. R. ....	455	20019	Do .....	303	24049
Cincinnati, Columbus and Hooking Valley Railway .....	499	21057	Florida Central and Western R. R. ....	221	18002
Cincinnati, Green River and Nashville R. R. ....	489	20028	Do .....	104	18006
Cincinnati, Hamilton and Dayton R. R.	75	21026	Do .....	553	16013
Cincinnati, Hamilton and Indianapolis R. R. ....	188	21024	Florida Southern Railway .....	344	16012
Cincinnati, Indianapolis, Saint Louis and Chicago R. R. ....	172	21071	Do .....	377	16014
Do .....	29	22003	Do .....	519	16017
Do .....	24	22005	Florida Transit R. R. ....	254	16001
Do .....	438	22015	Do .....	170	16011
Do .....	266	22045	Fort Wayne, Cincinnati and Louisville R. R. ....	253	22020
Cincinnati, LaFayette and Chicago R. R.	26	22029	Do .....	352	22042
Cincinnati, New Orleans and Texas Pa- cific Railway .....	74	20020	Fremont, Elkhorn and Missouri Valley R. R. ....	210	34010
Cincinnati Northwestern Railway .....	477	21059	Gainesville, Jefferson and Southern R. R. ....	427	15034
Cincinnati, Richmond and Chicago R. R.	129	21025	Do .....	447	15034
Cincinnati, Selma and Mobile R. R. ....	298	17006	Do .....	467	15034
Cincinnati, Van Wert and Michigan R. R. ....	436	21075	Do .....	520	15045
Cincinnati, Wabash and Michigan Rail- way .....	233	22022	Do .....	518	15045
Cincinnati, Washington and Baltimore R. R. ....	28	21028	Geneva, Ithaca and Sayre R. R. ....	452	6128
Do .....	249	21017	Georgetown and Lanes R. R. ....	423	14020
Do .....	160	21018	Georgia R. R. ....	66	15004
Do .....	171	21049	Do .....	400	15006
Cincinnati, Wheeling and New York R. R. ....	472	21048	Do .....	278	15007
Cleveland and Marietta R. R. ....	275	21040	Do .....	180	15021
Dayton and Michigan R. R. ....	77	21023	Georgia Pacific Railway .....	241	15042
Dayton and Union R. R. ....	297	21022	Do .....	497	18011
Denver and Rio Grande Railway .....	116	38012	Do .....	551	18013
Do .....	538	41009	Grafton and Greenbrier R. R. ....	431	12012
Denver, South Park and Pacific R. R.	258	38014	Grand Rapids and Indiana R. R. ....	222	22021
Detroit, Bay City and Alpena R. R. ....	335	24057	Do .....	140	24018
Detroit, Grand Haven and Milwaukee Railway .....	73	24027	Do .....	140	24056
Detroit, Lansing and Northern R. R. ....	197	24016	Grand Trunk Railway .....	451	6126
Do .....	85	24017	Greeley, Salt Lake and Pacific Railway	485	38029
Do .....	261	24041	Gulf, Colorado and Santa Fé Railway ..	163	31027
Detroit, Mackinac and Marquette R. R.	413	24051	Harrisburg and Potomac R. R. ....	548	6126
Des Moines, Osceola and Southern R. R. ....	371	27084	Hartwell R. R., Construction and Oper- ating Company .....	542	15029
East Alabama Railway .....	470	17014	Houston, East and West Texas Rail- way .....	349	31023
Do .....	402	17020	Do .....	50	18001
East and West R. R. of Alabama .....	389	15020	Illinois Central R. R. ....	379	18009
Do .....	458	17028	Do .....	421	18017
Eastern Kentucky R. R. ....	439	20013	Do .....	394	23062
East Tennessee and Western North Carolina R. R. ....	487	18018	Indiana, Bloomington and Western Railway .....	5	21012
East Tennessee, Virginia and Georgia R. R. ....	127	15013	Do .....	496	21021
Do .....	399	15038	Do .....	143	21033
Do .....	248	17009	Do .....	88	23018
Do .....	219	17010	Do .....	232	23055
Do .....	56	19002	Indiana, Illinois and Iowa R. R. ....	396	23082
Do .....	332	19008	Indianapolis and St. Louis Railway ..	114	22025
Do .....	331	19009	Do .....	134	22043
Elberton Air-Line R. R. ....	387	15026	Jacksonville, Saint Augustine and Haltax River Railway .....	227	16016
Eufaula and Clayton R. R. ....	466	17021	Jacksonville Southeastern Railway ..	301	23046
Eureka Springs Railway .....	251	29013	Jameville and Washington R. R. ....	384	13012
Evansville and Terre Haute R. R. ....	87	22012	Junction City and Fort Kearney R. R. ....	205	23015
Do .....	407	22039	Kansas and Gulf Short Line R. R. ....	481	31044
Fairland, Franklin and Martinsville R. R. ....	403	22015	Kansas City and Southern Railway ..	443	28055
Fallbrook Coal Company .....	209	8139	Kansas City, Fort Scott and Gulf R. R.	184	28036
Do .....	216	8150	Kansas City, Springfield and Memphis R. R. ....	128	28017
			Kentucky Central R. R. ....	93	20002
			Do .....	204	20015
			Do .....	350	20030
			Do .....	196	20032
			Knoxville and Augusta R. R. ....	430	18014
			Lackawanna and Pittsburgh R. R. ....	435	6059



## Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Lake Erie and Western Railway .....	195	21020	Milwaukee and Northern and Wisconsin and Michigan R. R.'s .....	100	25016
Do .....	506	21082	Do .....	109	25016
Lake Shore and Michigan Southern Railway .....	1	6052	Milwaukee, Lake Shore and Western Railway .....	540	25045
Do .....	2	6052	Do .....	229	25050
Do .....	3	6052	Do .....	189	18002
Do .....	5	6052	Mississippi and Tennessee R. R. ....	202	33040
Do .....	8	6052	Missouri Pacific Railway .....	290	17008
Do .....	21	6052	Mobile and Girard R. R. ....	218	18004
Do .....	4	21007	Mobile and Ohio R. R. ....	368	18007
Do .....	12	21045	Do .....	272	18014
Do .....	159	21082	Do .....	359	18015
Do .....	57	24001	Do .....	507	23
Do .....	142	24002	Monson R. R. ....	141	17003
Do .....	121	24003	Montgomery and Eufaula R. R. ....	514	17027
Do .....	90	24004	Montgomery Southern Railway .....	526	17027
Do .....	201	24005	Do .....	486	23028
Do .....	279	24024	Mound City R. R. ....	411	19017
Do .....	200	24029	Nashville and Florence R. R. ....	409	19016
Do .....	362	24036	Nashville and Tuscaloosa R. R. ....		
Do .....	374	14012	Nashville, Chattanooga and Saint Louis Railway .....	284	19001
Do .....	492	15032	Do .....	55	19004
Laurens Railway .....	464	33038	Do .....	390	19005
Lawrenceville Branch R. R. ....	532	23060	Do .....	126	19007
Leavenworth, Topeka and Southwestern Railway .....	92	19006	Do .....	476	19012
Litchfield, Carrollton and Western R. R. ....	130	20003	Do .....	348	19013
Louisville and Nashville R. R. ....	22	20004	Do .....	425	19015
Do .....	27	20005	Do .....	357	19020
Do .....	386	20006	Natchez, Jackson and Columbus R. R. ....	183	18010
Do .....	187	20007	Nebraska and Colorado R. R. ....	457	34024
Do .....	42	20008	New Orleans and Northeastern R. R. ....	334	18016
Do .....	292	20011	Do .....	434	18016
Do .....	320	20012	New Orleans and Selma R. R. ....	550	17022
Do .....	30	20017	New York and New England R. R. ....	554	6125
Do .....	530	20023	New York, Chicago and Saint Louis Railway .....	176	21089
Do .....	356	20024	Do .....	102	21005
Do .....	175	20025	New York, Pennsylvania and Ohio R. R. ....	115	21034
Do .....	363	20026	Do .....	308	21037
Do .....	474	20031	Do .....		
Do .....	526	20031	New York, Pittsburgh and Chicago Railway .....	498	21093
Louisville and Wadley R. R. ....	429	15028	New York, Susquehanna and Western R. R. ....	424	7058
Louisville, Evansville and Saint Louis Railway .....	321	22023	Do .....	525	7059
Do .....	276	22032	New York, Texas and Mexican Railway .....	244	31036
Do .....	351	22034	Do .....	58	14005
Do .....	237	22048	Northeastern R. R. ....	310	15025
Louisville, New Albany and Chicago Railway .....	146	22008	Do .....	417	15043
Do .....	149	22038	Do .....	136	26001
Louisville, New Albany and Corydon R. R. ....	460	22035	Northern Pacific R. R. ....	187	26001
McComb, Deshler and Toledo R. R. ....	521	21050	Do .....	547	26001
Marietta and North Georgia R. R. ....	373	15030	Do .....	48	22010
Marquette, Houghton and Ontonagon R. R. ....	242	24040	Ohio and Mississippi Railway .....	177	22019
Do .....	513	24053	Do .....	307	21055
Do .....	283	10024	Do .....	256	21068
Maryland Central R. R. ....	107	17005	Ohio Southern R. R. ....	318	21058
Memphis and Charleston R. R. ....	405	17025	Omaha and Republican Valley R. R. ....	282	24015
Do .....	490	19019	Omaha and Southwestern R. R. ....	64	34004
Do .....	341	24033	Oregon and California .....	95	44001
Michigan Air-Line Railway .....	328	24019	Do .....	78	44001
Michigan and Ohio R. R. ....	501	23022	Oregon Railway and Navigation Co ..	528	43010
Michigan Central R. R. ....	23	24006	Do .....	78	44005
Do .....	323	24007	Do .....	98	44005
Do .....	165	24008	Owensboro and Nashville R. R. ....	271	26014
Do .....	108	24009	Oxford and Henderson R. R. ....	380	13014
Do .....	60	24010	Painesville and Youngstown R. R. ....	363	21046
Do .....	539	24011	Paulding and Cecil Railway .....	479	21088
Do .....	478	24012	Paw Paw and Toledo and South Haven R. R. ....	428	24063
Do .....	70	24013	Do .....	16	21002
Do .....	286	24014	Pennsylvania Company .....	91	21003
Do .....	60	24035	Do .....	62	21006
Michigan, Midland and Canada R. R. ....	228	24087	Do .....	245	21008
Midland North Carolina Railway .....	236	13021	Do .....	264	21035
Milford, Franklin and Providence R. R. ....	500	3075	Do .....	223	21043

## Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Pennsylvania Company	370	21044	Savannah, Griffin and North Alabama R. R.	375	15022
Do	213	22001	Scioto Valley Railway	95	21051
Do	230	22006	Shenango and Alleghany Railroad	314	8152
Do	61	22007	Ship Island, Ripley and Kentucky R. R.	372	18008
Do	358	22011	Silver City, Deming and Pacific R. R.	274	89008
Pennsylvania R. R.	544	8048	South and North Alabama R. R.	203	17004
Do	536	8151	Do	426	17024
Pensacola and Atlantic R. R.	167	16015	South Carolina Railway	133	14003
Pensacola and Perdido R. R.	535	16005	Do	119	14017
Peoria, Decatur and Evansville Rail- way	537	22041	Do	259	14018
Philadelphia and Reading R. R.	517	8153	Southern Kansas Railway	432	33039
Pittsburgh and Lake Erie R. R.	63	8123	Southern Pacific R. R.	545	46042
Pittsburgh and Western R. R.	190	8086	South Florida R. R.	250	18007
Pittsburgh, Cincinnati and Saint Louis Railway	148	8055	Southwestern R. R. (Ga.)	214	15011
Do	160	12005	Do	122	15016
Do	164	21011	Do	475	15017
Do	19	21014	Do	226	15039
Do	365	21027	Do	448	15046
Do	166	21029	Do	471	15041
Do	260	21030	Southwestern R. R. (Ky.)	309	20021
Do	6	21032	Stamford and New Canaan R. R.	406	5002
Do	265	21083	Stony Grove and Catskill Mountain R. R.	349	6118
Do	168	22014	Talbotton R. R.	473	15033
Do	269	22017	Tennessee Central R. R.	524	19021
Port Huron and Northwestern Railway	287	24025	Tennessee Coal and Railroad Company	441	19010
Do	173	24042	Terre Haute and Indianapolis R. R.	9	22002
Do	324	24060	Do	304	22013
Do	174	24061	Do	10	22044
Portland and Ogdensburg R. R.	139	10	Terre Haute and Southeastern R. R.	326	22030
Port Royal and Augusta R. R.	267	14010	Toledo and Indianapolis Railway	408	21091
Prairie Coal and Iron Company	522	17023	Toledo, Ann Harbor and Grand Trunk Railway	263	24020
Raleigh and Augusta Air-Line R. R.	212	13010	Toledo, Cincinnati and Saint Louis R. R.	295	21054
Raleigh and Gaston R. R.	157	13001	Do	277	21061
Republican Valley R. R.	2209	34009	Do	335	21065
Do	2213	34009	Do	243	21078
Richmond and Danville R. R.	169	13004	Do	381	22033
Do	255	13012	Do	397	22046
Do	442	13018	Tram Road Transportation Co.	444	17011
Do	43	15001	Traverse City R. R.	215	24034
Rochester and Pittsburgh R. R.	268	6127	Union Pacific Railway	67	41003
Do	280	6130	Utah and Northern Railway	86	30001
Rogersville and Jefferson R. R.	392	19003	Valley Railway	238	21073
Rome R. R.	343	15008	Vicksburg and Meridian R. R.	147	18003
Roswell R. R.	504	15035	Wabash, Saint Louis and Pacific Rail- way	41	21019
Saginaw, Tuscola and Huron R. R.	412	24054	Do	144	22004
Saginaw Valley and Saint Louis R. R.	207	24030	Do	206	22027
Saint Clairsville Railway	396	21056	Do	225	23029
Saint Joe and Des Loge Railway	445	28043	Do	235	23083
Saint John's and Lake Eustis Railway	354	16008	Do	231	28012
Saint Joseph Valley R. R.	319	24050	Do	531	19022
Saint Louis and San Francisco Railway	366	28053	Walden's Ridge R. R.	523	19023
Saint Louis, Fort Scott and Wichita R. R.	300	33036	Warner Iron Company	52	15002
Saint Louis, Iron Mountain and South ern Railway	433	28035	Western and Atlantic Railroad	120	13006
Saint Paul and Duluth R. R.	511	26051	Do	248	13016
Saint Paul, Minneapolis and Manitoba Railway	69	26004	West Jersey R. R.	491	7020
Do	99	26005	Do	516	7060
Do	97	26006	Weston and Buckhannon R. R.	391	12011
Do	296	26039	West Virginia, Central and Pittsburgh Railway	541	12009
Do	320	26040	Wheeling and Lake Erie R. R.	265	21080
Do	462	26047	Do	484	21087
Do	533	26049	White Water R. R.	224	21031
Do	552	26050	Wilmington and Weldon R. R.	46	13002
Do	208	35003	Do	339	13015
Do	118	35005	Do	459	13019
Sandersville and Tennille R. R.	404	15027	Wilmington, Columbia and Augusta R. R.	54	14002
Sanford and Indian River R. R.	495	16010	Wisconsin Central R. R.	125	25017
Savannah, Florida and Western Railway	53	15009	Do	283	25017
Do	71	15018	Wisconsin, Iowa and Nebraska Railway	395	27056
Do	330	15031	Wisconsin, Pittsville and Superior Rail- way	508	25056
Do	72	15036	Do	302	8092
Do	123	15044	York and Peach Bottom Railway		

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles.

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.				
1	N. Y.	6052	Buffalo, Elyria.	Lake Shore and Michigan Southern Rwy.	208.70	89, 31 28		Feet and inches. 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 60 by 9, 1 l.	33.56	1,068 75
2	N. Y.	6052	Buffalo, Chicago	do	540			17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	1,068 75
3	N. Y.	6052	Millbury, Toledo.	do	8	84, 652 28		17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	1,021 78
4	N. Y.	6052	Elkhart, Chicago.	do	101.30	67, 301 28		36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	836 19
5	Ohio	21032	Columbus, Pittsburgh.	Pittsburgh, Cincinnati and St. Louis Rwy.	198.75	61, 656 35		60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5	776 34
6	Ill	23007	Chicago, Burlington.	Chicago, Burlington and Quincy R. R.	206.48	54, 621 39		60 by —, 2 l.; 52 by —, 1 l.; 51 by —, 1 l.; additional to Galeaburgh, 163 m.; 40 by —, 1 l. additional to Aurora, 37 m.	39.12	701 10
7	N. Y.	6052	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	79.8	50, 492 28		17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l. out, and 60 by 9, 4 l. in.	33.56	656 64
8	Ill	23035	Chicago, Milwaukee.	Chicago, Milwaukee and St. Paul Rwy.	86.18	43, 949 34.13		60.2 by 9.4, 3 l.; 49.3 by 9.3, 1 l.	36.54	586 53
9	Ohio	21015	Columbus, Indianapolis.	Chicago, Saint Louis and Pittsburgh R. R.	188.55	42, 547 31		r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07	572 00
10	Ind	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	40, 874 35		r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., s. l.	26	554 04
11	Ind	22044	Terre Haute, East St. Louis.	do	166.69	38, 301 35		r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., s. l.	20	526 68
12	N. Y.	6052	Toledo, Elkhart.	Lake Shore and Michigan Southern Rwy.	142.7	37, 830 28		36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l.	33.56	521 55
13	Wis.	25002	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	197.95	35, 167 32		60.2 by 9.4, f. f., d. l.; 30 by 9.4, s. l.; 49.3 by 9.3 (40 auth.), Milwaukee to Portage.	22.73	493 34
14	Ohio	21007	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	74.90	34, 928 28		17 by 8, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 60 by 9, 2 l.	23.5	490 77
	Ohio	21045	Toledo, Elkhart.	do	134.48	32, 412 28		49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 3 l.	13	463 41

and Territories in which the contract term expired June 30, 1884; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; L, line or lines; d. l., double line; a. l., single line; m.,

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
330 00	945 63	330 00	223, 048 12	69, 779 31	.....	.....	Mar. 9, '84	Weighed 30 days from Mar. 9, 1884; 0.56 m. decrease. 25.5 m. r. p. o. cars, \$365.62. Part 1.
365 62	889 20	365 62	8, 173 84	2, 924 96	365, 661 92	144, 008 45	Mar. 9, '84 Mar. 9, '84	See parts. 30 days from Mar. 19, 1884. Part 3.
352 50	713 93	352 50	84, 706 04	35, 708 25	.....	.....	Mar. 9, '84	30 days from Mar. 19, 1884. Part 5; 0.28 m. increase.
275 00	637 83	275 00	150, 415 87	53, 281 25	123, 649 73	53, 311 50	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
205 00	389 03	.....	144, 763 12	.....	80, 326 91	.....	Mar. 11, '84	Weighed from Apr. 16, 1884.
220 81	287 28	155 31	52, 071 55	17, 470 58	.....	.....	Mar. 9, '84	Part 2. Weighed from Mar. 19, 1884.
.....	415 53	125 00	50, 547 15	.....	35, 810 37	8, 618 00	Mar. 13, '84	
175 00	468 54	175 00	107, 850 60	32, 906 25	88, 586 85	33, 087 25	July 1, '84	.52 m. decrease. Weighed from Mar. 19, 1884.
175 00	444 60	175 00	41, 215 08	13, 018 25	35, 045 87	13, 018 25	July 1, '84	Weighed from Mar. 19, 1884.
175 00	444 60	175 00	87, 792 28	29, 170 75	74, 110 37	29, 170 75	July 1, '84	Do.
162 50	460 85	162 50	74, 425 18	23, 188 75	.....	.....	Mar. 9, '84	Part 4. Weighed from Mar. 19, 1884.
.....	352 28	100 00	97, 656 65	.....	69, 729 86	19, 795 00	Mar. 13, '84	Weighed from Apr. 16, 1884.
145 31	725 04	210 31	36, 758 67	10, 883 71	54, 276 49	15, 743 80	Mar. 9, '84	.04 m. increase. Weighed from Mar. 19, 1884.
190 00	401 00	190 00	62, 819 87	25, 551 20	58, 874 85	25, 526 50	Mar. 9, '84	.18 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
16	Minn.	26013	Minneapolis, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	142.75	28,300	38	60.2 by 9.4, 1 l.; 60.2 by 9.4, 2 l.	22.50	420 66
17	Iowa.	27005	Burlington, U. P. Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	291.48	37,031	24	60 by 9.3, d. l.	18.62	410 00
18	Ohio	21002	Pittsburgh, Chicago.	Pennsylvania Company.	468.20	25,409	.....	50 by 8.4, 1 l.; 20 by 8.6, 1 l.	30	389 88
19	Ohio	21028	Cincinnati, Parkersburgh.	Cincinnati, Washington and Baltimore R. R.	195.15	24,538	30	r. p. o., 50 by 9. f. f. c., d. l.; apt., 13 by 7.4, s. l.	30	379 62
20	Ind	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	64.90	21,442	30	r. p. o., 50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	21.68	346 28
21	Ohio	21014	Columbus, Cincinnati.	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	20,281	30	r. p. o., 60 by 8.6, f. f. c., 2 l.; apt., 20 by 8.9, f. f., s. l.	28.18	334 31
22	Ind	22069	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago R. R.	72.75	20,239	39	50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	14.8	333 45
22a	Ky	20004	Cincinnati, Louisville.	Louisville and Nashville R. R.	110.50	19,548	26	45 by 9, f. f. c., d. l. on 108.70 m.; apt., 16 by 7.2, f. f., s. l.	25.31	325 76
23	Cal	46001	San Francisco, Ogden City.	Central Pacific R. R.	834.03	18,754	21	55.1½ by 9.5½, 1 l.; 55.1½ by 9.5½ (40 feet auth.), 1 l. additional to Port Costa; 55.1½ by 9.5½ (40 ft. auth.); 1 l. between Sacramento and Roseville.	9.68	317 21
24	Ind	22010	Cincinnati, East St. Louis.	Ohio and Mississippi Rwy.	338.20	18,554	30	50 by 9, f. f. c., d. l.	20.4	315 50
25	Ind	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	111.50	18,154	30	r. p. o., 50 by 9.5, 1 l.; 40.4 by 9.5, 2 l.	33.05	311 25
25a	Ky	20005	Louisville, Nashville.	Louisville and Nashville R. R.	185	16,947	22	45 by 9, f. f. c., d. l.; apt., 17.7 by 9.6, f. f., s. l.	23.3	298 40
25b	Ky	20017	Cincinnati Junction, Sax.	.....do	4.50	16,822	18	45 by 9, f. f. c., d. l.	17	296 69
26	Mich	24006	Detroit, Chicago.	Michigan Central R. R.	285.10	.....	.....	r. p. o., 1 l., 44 by 9, and 50 by 9 apt., 3 l.; 16.1½ by 8.3½, av. Detroit to Wayne Junction; 2 l., 14.2½ by 8, Wayne Junction to Jackson; 1 l., 17.4 by 9, Niles to Chicago.	34.94	295 83
27	Ohio	21042	Cleveland, Cincinnati.	Cleveland, Cincinnati, Columbus and Indianapolis Rwy.	244.6	13,788	25	r. p. o., 40 by 9.2, f. f. c., t. l. for 80 m.; d. l. res.; apt., 22 by 8.11, f. f., s. l.	27.63	264 20
28	Ohio	21019	Toledo, Quincy.	Wabash, Saint Louis and Pacific R. Rwy.	473.99	11,242	25	r. p. o., 50 by 9, f. f. c., d. l. for 122.40 m.; s. l. res.; apt., 36 by 9.6, f. f., s. l.	14.14	237 69

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
150 00	293 27	50 00	59,978 49	21,385 50	41,811 50	7,128 50	Mar. 9, '84	Weighed from Apr. 16, 1884.
79 13	203 83	79 13	121,264 99	40,807 20	80,252 18	17,780 00	Mar. 11, '84	Present pay, \$513 for 16.48 m.; former pay, \$254.79 for 16.48 m. Weighed from Apr. 16, 1884.
25 00	356 54	25 00	182,541 81	13,502 00	166,632 02	13,592 00	July 1, '84	r. p. o. cars on 187 m., at \$35; 40 ft. authorized. Weighed from Mar. 19, 1884.
80 00	249 75	80 00	74,082 84	15,612 00	48,387 44	15,612 00	July 1, '84	Weighed from Mar. 19, 1884.
65 00	267 62	65 00	22,473 57	4,218 50	17,365 53	4,218 50	July 1, '84	Do.
100 00	298 40	100 00	40,133 91	12,005 00	35,855 74	12,016 00	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
65 00	253 08	65 00	24,258 48	4,728 75	18,411 57	4,728 75	July 1, '84	Weighed from Mar. 19, 1884.
60 00	280 44	60 00	35,996 48	6,540 00	30,848 00	6,522 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
50 00	360 81	50 00	264,562 65	42,961 75	306,926 36	42,961 75	Apr. 1, '84	50.41 m., r. p. o. cars, \$75. Weighed from Apr. 16, 1884.
70 00	177 84	70 00	106,702 10	23,674 00	80,216 62	23,792 00	July 1, '84	.40 m. decrease. Weighed from Mar. 19, 1884.
90 00	240 26	90 00	34,701 03	10,035 00	28,788 99	10,035 00	July 1, '84	Weighed from Mar. 19, 1884.
60 00	251 37	60 00	55,204 00	11,100 00	46,561 26	11,113 80	July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
60 00	238 55	60 00	1,335 10	270 00	954 20	240 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
65 00	269 33	65 00	84,841 13	18,531 50	76,785 98	18,531 50	July 1, '84	Weighed from Mar. 19, 1884.
50 00	224 01	50 00	64,623 32	14,230 00	54,734 60	14,217 00	July 1, '84	.26 m. increase. 80 m. r. p. o. \$75. Weighed from Mar. 19, 1884.
80 00	191 52	80 00	112,662 68	23,855 60	90,883 90	23,877 60	July 1, '84	.55 m. decrease. r. p. o., \$52.14 m., \$40. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
29	Ill....	23015	Chicago, Davenport.	Chicago, Rock Island and Pacific Rwy.	182.92	9,600	25	49.4 by 9.4, 50 by 9.4, 1 l. each r. p. o.	22.28	219 74
30	Ga....	15001	Atlanta, Air-Line Junction (n. o.).	Richmond and Danville R. R.	268.08	9,505	30	49.4 by 9.3, f. f. c., d. l.	14	219 74
31	Ill....	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Rwy.	490.14	8,642	23	r. p. o., 50 by 9.5, d. l.	17.58	209 48
32	Ill....	23001	Chicago, Milwaukee.	Chicago and Northwestern Rwy.	85.37	8,625	30	r. p. o., 50 by 9.5, d. l.; (35 ft. auth.).	32	209 48
33	Ohio..	21006	Cleveland, Wellsville.	Pennsylvania Company.	101.29	8,374	30	21.5 by 9.4, f. f. c., a. l.	19.9	206 91
34	S. C....	14005	Charleston, Florence.	Northeastern R. R.	102	8,326	31	r. p. o., 49.10 by 9.10, f. f. c., d. l.; apt. 42.9 by 9, f. f.	14	206 06
35	Ga....	15002	Atlanta, Chattanooga.	Western and Atlantic R. R.	138.47	8,067	24	r. p. o., 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l.	21	203 49
35a	Ky....	20008	Bowling Green, Memphis.	Louisville and Nashville R. R.	262.67	7,663	23	45 by 9.7, f. f. c., a. l.	14	199 22
36	Ga....	15009	Savannah, Jacksonville.	Savannah, Florida and Western Rwy.	171.50	7,442	31	50 by 9, f. f. c., d. l.	14	196 65
37	S. C....	14004	Charleston, Savannah.	Charleston and Savannah Rwy.	115	7,191	30	49.10 by 9, f. f. c., 1 l.; 39.10 by 9.3, f. f. c., 1 l.	14	194 09
38	Ill....	23054	Chicago, Lanark Junction.	Chicago, Milwaukee and St. Paul Rwy.	116.50	6,964	27	39.4 by 9.4, 2 l.; 23.7 by 9.3, 1 l.	18	191 52
39	Ohio..	21010	Chicago, Newark.	Baltimore and Ohio R. R.	88.79	6,889	.....	r. p. o., 50 by 8, f. f. c., a. l.; apt. 20 by 9, f. f., a. l.	17.55	190 67
40	S. C....	14002	Columbia, Wilmington.	Wilmington, Columbia and Augusta R. R.	193	6,781	35	r. p. o., 50.3 by 8.10, f. f. c., d. l.	14	189 81
41	Oreg..	44005	Portland, Walula.	Oregon Railway and Navigation Company.	214.80	6,596	18	19.2 by 9, f. f. c., a. l.	7	187 25
41a	Tenn..	19002	Bristol, Chattanooga.	East Tenn., Virginia and Ga. R. R.	242.17	6,520	30	40 by 8.9, d. l. (av.).	15.18	187.25
42	Wis...	25009	Chicago, Fort Howard.	Chicago and Northwestern Rwy.	242.70	6,373	24	50 by 9.5, 2 l. to Howard, 1 l. rva.; r. p. o.; 36 by 9.5, 1 l. to Howard; (36 not auth.).	17.43	185 54
43	Wis...	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Rwy.	29.82	6,071	25	50 by 9.5, f. f. c., 1 l.; 36 by 9.5, apt. 1 l.	13	182 12
44	Minn..	26040	Minneapolis, St. Cloud.	St. Paul, Minneapolis and Manitoba Rwy.	64.81	5,940	25	40 by 8.9, f. f. c., a. l.; not auth.	13	180 40
45	Ohio..	21018	Gallion, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,832	30	r. p. o., 40 by 9.4, f. f. c., a. l.	21.31	180 41
46	Ohio..	21026	Cincinnati, Dayton.	Cincinnati, Hamilton and Dayton R. R.	59.38	5,577	28	r. p. o., 20 by 8.7, f. f. c., d. l.	37.28	176 99
47	Mich..	24035	Toledo, Detroit.	Michigan Central R. R.	59.50	543	27.36	12 by 8.8, a. l. ....	26	175 28
48	Ga....	15012	Macon, Atlanta.	Central R. R. and Banking Co.	108.83	5,013	25	20 by 8.10, f. f. c., a. l.	14	171 00
49	Ohio..	21003	Pittsburgh, Bellaire.	Pennsylvania Co.	94.8	4,966	30	14.10 by 8.7, 1 l.; 19.10 by 8.7, 2 l.; 148 m.	21.05	170 15
50	Ohio..	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio R. R.	271	493	30	r. p. o., 50 by 8.8, f. f. c., a. l.	20	169 29

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Doll. cts.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
65 00	377 06	65 00	40, 194 84	11, 889 90	68, 971 81	11, 889 80	Apr. 1, '84	Weighed from Apr. 16, 1884.
80 00	183 83	80 00	58, 996 91	21, 442 40	49, 510 93	21, 546 40	July 1, '84	1.30 m. decrease. Weighed from Mar. 19, 1884.
65 00	312 93	65 00	91, 201 46	27, 751 80	136, 243 84	27, 751 80	Apr. 1, '84	273.82 m., at \$167.58 for trans.; formerly at \$250 55; \$50 for r. p. o. Weighed from Apr. 16, 1884.
44 00	214 61	44 00	17, 883 30	3, 756 28	18, 321 25	3, 756 28	Apr. 1, '84	Weighed from Apr. 16, 1884.
25 00	150 48	25 00	20, 957 91	2, 532 24	15, 333 91	2, 547 50	July 1, '84	.61 m. decrease. Weighed from Mar. 19, 1884.
65 00	100 74	50 00	21, 018 12	6, 630 00	16, 395 48	5, 100 00	July 1, '84	Weighed from Mar. 19, 1884.
90 00	109 29	90 00	28, 177 26	12, 462 30	23, 441 58	12, 462 30	July 1, '84	Do.
30 00	186 39	30 00	52, 329 11	7, 880 00	49, 057 84	7, 896 00	July 1, '84	.53 m. decrease. Weighed from Mar. 19, 1884.
65 00	168 44	65 00	33, 725 47	11, 147 50	29, 068 01	1, 122 75	July 1, '84	1.25 m. decrease. Weighed from Mar. 19, 1884.
65 00	147 06	65 00	22, 320 35	7, 475 00	16, 911 90	7, 475 00	July 1, '84	Weighed from Mar. 19, 1884.
.....	193 23	.....	22, 312 08	.....	22, 511 29	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
40 00	201 78	40 00	16, 929 58	3, 551 60	17, 934 20	3, 555 20	July 1, '84	.09 m. decrease. Part. Weighed from Mar. 19, 1884.
80 00	165 87	80 00	36, 633 33	8, 800 00	23, 922 90	8, 800 00	July 1, '84	.83 m., at \$68.40 per m. for trans. r. p. o. on 110 m. only. Weighed from Mar. 19, 1884.
.....	130 82	.....	40, 221 80	.....	28, 100 14	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
50 00	163 31	50 00	45, 346 33	12, 108 50	39, 537 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
40 00	146 38	40 00	42, 581 29	12, 216 00	41, 998 87	12, 216 00	Apr. 1, '84	66 m., at \$148.43; 62.7 m. r. p. o., at \$80; 66 m., formerly at \$182.97. Weighed from Apr. 16, 1884.
40 00	183 83	40 00	5, 430 81	192 80	5, 481 81	192 80	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	42 75	.....	11, 692 37	.....	2, 198 63	.....	.....	13.38 m. ext. Clear Water to St. Cloud. Weighed from Apr. 16, 1884.
25 00	174 42	25 00	36, 816 26	5, 101 75	35, 574 70	5, 090 00	July 1, '84	.11 m. increase. Weighed from Apr. 16, 1884.
12 50	131 53	12 50	10, 509 66	742 25	7, 945 72	755 12	July 1, '84	1.08 m. decrease. Weighed from Mar. 19, 1884.
.....	155 68	.....	10, 429 16	.....	9, 335 27	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	136 80	.....	17, 754 93	.....	14, 199 84	.....	July 1, '84	.03 m. increase. Weighed from Mar. 19, 1884.
25 00	112 86	25 00	16, 130 22	1, 205 00	10, 685 58	1, 205 00	July 1, '84	.12 m. increase. r. p. o. on 48.20 m. only. Weighed from Mar. 19, 1884.
40 00	179 55	40 00	45, 877 50	10, 840 00	48, 663 43	10, 841 20	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
51	Iowa...	27073	Pacific Junction, Platts-mouth.	Chicago, Burlington and Quincy R.R.	6.89	4,765 30		No apt.....	35	167 58
51a	Ky....	20020	Cincinnati, Chattanooga.	Cinn., New Orleans and Texas Pacific Rwy.	338.20	4,762 28		24.1 by 9, f. f., a. l.	16.84	167 58
51b	Tenn...	18004	Nashville, Chattanooga.	Nashville, Chattanooga and St. Louis Rwy.	151	4,704 30		20 by 9.2, f. f., a. l.	20	166 73
52	Mich...	24001	Toledo, Detroit.	Lake Shore and Michigan Southern Rwy.	64.90	4,634 22 26		r. p. o., 36 by 9.4, f. f., a. l.; apt., 20 by 8.10, f. f., a. l.	23	165 02
53	Miss...	18001	New Orleans, Cairo.	Illinois Central R.R.	550.80	4,317 24		r. p. o., 45 by—, f. f. c., a. l.	14	160 74
54	Ohio...	21023	Dayton, Toledo	Dayton and Michigan R.R.	142.61	4,141 28		r. p. o., 20 by 8.7, f. f. c., a. l.	19.55	158 18
55	Ohio...	21015	Cleveland, Sharpsville.	New York, Pennsylvania and Ohio R. R.	84.37	3,814 30		18 by 8.11, f. f., a. l.	24.07	153 90
56	Nebr...	34002	Plattsmouth, Kearney.	Burlington and Missouri River R.R. (in Nebr.).	191.11	3,964 21		39.2 by 9, 1 l. bet Oreoopolis Junction and Hastings, 147.50 m.	14.47	153 61
56a	Pa....	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie R.R.	70.93	3,475 23		apt., 18 8 by 9.2, a. l.	26	148 77
56b	Tenn...	19006	Nashville, Decatur.	Louisville and Nashville R.R.	120.10	3,350 26		18 by 9, f. f., a. l.	14	147 06
57	Ind...	22019	Louisville, North Vernon.	Ohio and Mississippi Rwy.	54.86	3,270 26½		17.6 by 9, f. f., a. l.	27	146 21
58	Mich...	24027	Detroit, Grand Haven.	Detroit, Grand Haven and Milwaukee Rwy.	189.06	3,038 24.18		22.4 by 8.5 (av.), d. l. 151.50 ms.; a. l. res.	22.69	142 79
59	Dak...	35005	Fargo, Neche...	St. Paul, Minneapolis and Manitoba Rwy.	158.29	2,996 23		22.10 by 8.9, f. f., a. l.	6	141 93
60	Ind...	22007	New Albany, Indianapolis.	Pennsylvania Company.	114.04	2,748 .....		14.8 by 8.5, f. f., a. l.	26.03	138 51
61	Ind...	22018	Indianapolis, Peoria.	Indiana, Bloomington and Western Rwy.	213.02	2,742 25		18.4 by 8.6, f. f., a. l.	15.09	138 51
62	Ga....	15004	Augusta, Atlanta.	Georgia R.R.	171.5	2,727 24½		21.2 by 8.8, f. f. c., d. l.	21	138 51
63	Cal...	46003	Roseville, Redding.	Central Pacific R.R.	151.74	2,723 23		r. p. o., 55.1½ by 9.5, 1 l.; (49 ft. auth.).	8.81	138 51
64	Minn...	26005	Breckinridge, Fargo.	St. Paul, Minneapolis and Manitoba Rwy.	53.27	2,698 23		22 by 8.9, f. f., a. l.	6	137 06
65	Mich...	24015	Monroe, Ludington.	Flint and Pere Marquette R.R.	254.41	2,653 30		20 by 8.10½, d. l., 210.57 m.; a. l. residue.	16.87	136 80
66	Neb...	34004	Omaha, Oreoopolis Junction (n. o.).	Omaha and Southwestern R.R.	16.60	2,617 20		39.2 by 9, 1 l. ....	35	136 80
67	Iowa...	27014	Davenport, U. Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95	4,827 23½		49.7 by 9.4 (av.), f. f., d. l.	16.86	134 75
67a	Ky....	20002	Covington, Lexington.	Kentucky Central R.R.	98.86	2,460 .....		12.6 by 9, f. f., d. l., 78.83 m.; a. l. res.	18	134 24
68	Ind...	22042	Evansville, Terre Haute.	Evansville and Terre Haute R.R.	110.31	2,400 27		17.4 by 8.8, f. f., a. l.	17.03	134 24
69	Mich...	24028	Detroit, Fort Gratiot.	Chicago, Detroit and Canada, Grand Trunk Junction R.R.	58.65	2,387 22.71		23 by 6 .....	19.93	133 38
70	Iowa...	27033	Albia, Des Moines.	Chicago, Burlington and Quincy R.R.	68.88	2,360 24		17 by 9, a. l. ....	13	133 38

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
107 39			1,044 00		354 38		Apr. 1, '84	\$134.06 on 3.59 m., ext. East Plattsmouth to Plattsmouth. Weighed from Apr. 16, 1884.
134 24			56,675 55		45,306 00		July 1, '84	.70 m. increase. Weighed from Mar. 19, 1884.
12 50	165 87	12 50	25,176 23	1,887 50	25,046 27	1,887 50	July 1, '84	Weighed from Mar. 19, 1884.
161 60			10,709 79		10,597 72		July 1, '84	Weighed from Mar. 19, 1884.
25 00	171 86	25 00	88,535 59	13,770 00	92,902 81	13,771 25	July 1, '84	.33 m. increase. 206.20 m. formerly at \$161.31. Weighed from Mar. 19, 1884.
12 50	130 82	12 50	22,558 04	1,782 62	18,700 71	1,786 87	July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
106 88			12,084 54		9,031 26		July 1, '84	.13 m. decrease. Weighed from Mar. 19, 1884.
25 00	128 25	25 00	29,738 62	3,687 50	24,509 85	3,687 50	July 1, '84	r. p. o. on 147.50 m. Weighed from Apr. 16, 1884.
149 63			10,552 25		10,179 32		Mar. 19, '84	Weighed from Mar. 19, 1884.
112 86			17,661 90		13,806 16		July 1, '84	2.23 m. decrease. Weighed from Mar. 19, 1884.
68 40			8,021 08		3,675 13		July 1, '84	Weighed from Mar. 19, 1884.
135 09			26,995 87		25,540 11		July 1, '84	Weighed from Mar. 19, 1884.
88 07			22,466 09		13,940 60		Apr. 1, '84	Weighed from Apr. 16, 1884.
155 61			15,795 68		17,859 35		July 1, '84	.73 m. decrease. Weighed from Mar. 19, 1884.
113 72			29,505 40		24,224 63		July 1, '84	Weighed from Mar. 19, 1884.
25 00	143 64	25 00	23,766 93	4,289 75	24,790 82	4,314 75	July 1, '84	1 m. decrease. Weighed from Mar. 19, 1884.
25 00	170 15	25 00	21,017 50	3,793 50	25,818 56	3,793 50	July 1, '84	Weighed from Apr. 16, 1884.
107 73			7,333 14		5,738 77		Apr. 1, '84	Weighed from Apr. 28, 1884.
129 96			30,123 08		28,615 55		July 1, '84	Flint to Ludington L. G.: present pay \$109 44; former pay \$103.96. Weighed from Mar. 9, 1884.
25 00	111 15	25 00	2,270 88	415 00	1,845 09	415 00	Apr. 1, '84	Weighed from Apr. 16, 1884.
65 00	259 24	65 00	42,843 76	16,706 75	82,425 35	16,706 75	Apr. 1, '84	L. G. \$50 for 264 m. for r. p. o. Weighed from Apr. 16, 1884.
112 86			13,270 96		11,283 74		July 1, '84	1.12 m. decrease. Weighed from Mar. 19, 1884.
118 85			14,808 01		13,126 98		July 1, '84	.14 m. decrease. Weighed from Mar. 19, 1884.
158 18			7,622 73		9,277 25		July 1, '84	Weighed from Mar. 19, 1884.
85 50			9,187 21		5,889 24		Apr. 1, '84	Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
70a	Nebr...	34009	Hastings, Denver.	Republican Valley R. R.	415.88	2,357.29		r. p. o., 39.84 by 9, 1 l.	14	182.58
71	Ill ....	23005	Rock Island, East St. Louis.	Chicago, Burlington and Quincy R. R.	245.52	2,279.23		apt., 19.3 by 9, f. f.	15.22	181.87
72	Ala ...	17016	Chattanooga, Meridian.	Alabama and Great Southern R. R.	295.45	2,273.30		49.4 by 9.3, f. f., s. l.	14	181.87
73	W s ...	25011	Kenosha, Rockford.	Chicago and Northwestern Rwy.	72.46	2,256.11		r. p. o., 50 by 9.5, 21. (1 auth.), apt., 12.6 by 7.2.	11.40	181.87
74	Utah...	41003	Ogden City, Butte City.	Union Pacific Rwy.	417.27	2,233.17		40 by 7.54 (not auth.), 409.8m., 1 l. No apt. res.	7	180.82
75	Ala ...	17005	Memphis, Chattanooga.	Memphis and Charleston R. R.	310.40	2,229.....		14.11 by 9, f. f., s. l.	7.75	130.82
76	Oreg ..	44001	Portland, Julia.	Oregon and California R. R.	263.43	2,204.17½		20.54 by 8.10½ ..	7.83	130.82
77	Oreg ..	44005	Portland, Walula.	Oregon Rwy and Navigation Co.	214.80	2,181.20		19.2 by 9, f. f., s. l.	6	130.82
78	Ga ....	15010	Savannah, Macon.	Central R. R. and Banking Co.	190.58	2,157.27		24.8 by 9, f. f., s. l.	14	129.96
79	Mich...	24017	Detroit, Howard City.	Detroit, Lansing and Northern R. R.	160.72	21,017.23		17.6 by 8.11 (av.)	17.28	129.11
80	Ohio ..	21013	Columbus, Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.51	2,076.25		apt., 9.6 by 9.1, f. f., s. l.	20	129.11
81	Ohio ..	21034	Salamanaca, Dayton.	New York, Pennsylvania and Ohio R. R.	389.21	2,040.30		24 by 9.2, s. l. ....	20.9	128.05
82	Mich...	24010	Jackson, Grand Rapids.	Michigan Central R. R.	94.72	1,958.23.43		apt., 10.7½ by 8.6 (av.).	25	125.69
83	Mich...	24013	Detroit, Mackinaw City.	do .....	290.22	1,957.21		(apt.) 15.11 by 9.1 (av.), d. l., 108 m.; s. l., res.	12.36	125.69
84	Ohio ..	21051	Columbus, Coal Grove.	Scioto Valley Rwy.	132	1,913.....		12.1 by 6.8, d. l.	13	123.89
85	Mich...	24018	Fort Wayne, Mackinaw City.	Grand Rapids and Indiana R. R.	368.90	1,831.23		19.8 by 8.3, d. l., 240.78 m.; s. l., res.	15.91	120.56
86	Mich...	24021	Grand Rapids, La Crosse.	Chicago and West Michigan Rwy.	154.54	1,829.20.21		15 by 9, f. f., s. l.	15.64	120.56
87	Minn ..	26004	East St. Cloud, St. Vincent.	St. Paul, Minneapolis and Manitoba Rwy.	316.69	3,730.22		40 by 8.9, f. f., s. l. Not auth.	9.18	121.75
88	Minn ..	26006	St. Paul, Breckenridge.	do .....	216.88	3,666.24		22.10 by 8.9, f. f., d. l. to Minneapolis; s. l. res.	10.17	121.07
89	Mich...	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern Rwy.	96.32	1,760.24.78		15.6 by 8.5 (av.), d. l.	.....	117.99
90	Iowa...	27028	Savannah, U. P. Transfer. (n. o.)	Chicago, Milwaukee and St. Paul Rwy.	351.18	1,759.23		20.4 by 9.4 .....	12	117.14
91	Oreg ..	44001	Portland, Ashland.	Oregon and California R. R.	342.69	1,646.14		20.54 by 8.10, f. f., s. l.	7.41	112.86
92	Fla ...	16018	Jacksonville, Palatka.	Jacksonville, Tampa and Key West Rwy.	56.21	1,607.26		apt., 14.2 by 7.3, no clerk.	13	111.15

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
25 00	63 27	25 00	55,116 57	10,397 00	10,903 32	10,397 00	Apr. 1, '84	243.55 m. ext. from Jan. 1, 1883. Weighed from Apr. 16, 1884.
.....	129 11	.....	32,327 61	.....	31,000 08	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	75 24	.....	81,776 92	.....	18,168 10	.....	July 1, '84	.09 m. decrease. 270.50 m. at \$60.20 L.G. formerly; now at \$105.33. Weighed from Mar. 19, 1884.
40 00	128 25	40 00	9,532 90	592 00	9,285 30	592 00	Apr. 1, '84	r. p. o. auth. 14.80 m. Caledonia to Harvard. Weighed from Apr. 16, 1884.
.....	138 51	.....	54,587 26	.....	57,796 06	.....	Apr. 1, '84	r. p. o., 1 l. to Silver Bow (not auth.). Weighed from Apr. 16, 1884.
.....	100 04	.....	36,635 36	.....	28,196 87	.....	July 1, '84	38 m. lap at \$1,000 per annum. .54 m. increase. Weighed from Mar. 19, 1884.
.....	144 50	.....	34,461 91	.....	28,738 16	.....	Aug. 16, '83	28 16 m. from Apr. 10, 1883; 36 39 m. from July 2, 1883. Weighed from July 2, 1883.
.....	109 44	.....	28,100 13	.....	13,931 71	.....	Apr. 16, '83	45.80 m. from Oct. 16, 1882; 41.70 m. from Nov. 24, 1882. Weighed from Apr. 16, 1883.
.....	75 24	.....	24,767 77	.....	14,554 42	.....	July 1, '84	2.86 m. increase. Weighed from Mar. 19, 1884.
.....	126 54	.....	20,760 55	.....	20,337 50	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	113 72	.....	3,293 59	.....	2,922 60	.....	July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
.....	93 20	.....	49,916 18	.....	36,283 69	.....	July 1, '84	.10 m. decrease. Weighed from Mar. 19, 1884.
.....	129 96	.....	11,905 35	.....	12,309 81	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	136 80	.....	36,477 75	.....	14,744 30	.....	July 1, '84	Formerly route 24013 and part 24009. Weighed from Mar. 19, 1884.
.....	111 15	.....	16,365 86	.....	14,671 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
13 75	80 03	13 75	36,434 38	3,310 72	30,248 82	3,310 72	July 1, '84	\$96.45 on 338.48 m., trans.; \$100 formerly on above. Weighed from Mar. 19, 1884.
.....	110 30	.....	18,631 84	.....	20,114 35	.....	July 1, '84	Old route 24021 and 24052, parts. Former pay \$96.62 on 128.34 m. Weighed from Mar. 19, 1884.
.....	136 80	.....	38,557 00	.....	43,423 19	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	110 13	.....	26,257 66	.....	23,884 99	.....	Apr. 1, '84	Do.
.....	113 72	.....	11,364 79	.....	10,953 51	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	106 02	.....	41,137 22	.....	37,232 10	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	130 82	.....	37,758 43	.....	34,461 91	.....	Mar. 15, '84	\$4,205.16 from Mar. 15, 1884, 33.87 m.; \$3,822.56 from Jan. 10, 1884, 37.26 m.; \$29,730.70 from Sept. 3, 1883. Weighed from March 15, 1884. Not weighed on extension 8.13 m.
.....	.....	.....	6,247 74	.....	.....	.....	Mar. 17, '84	New. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
93	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	349.66	1,607 20		21 by 9.3, s. l.	13.05	111 15
94	Ohio...	22025	Hamilton, Richmond.	Cincinnati, Richmond and Chicago R. R.	45.06	1,605 28		12.6 by 9.3, f. f., s. l.	19	111 15
95	W. Va.	12001	Harper's Ferry, Harrisonburgh.	Baltimore and Ohio R. R.	103.13	1,581 24		21.3 by 8.9, f. f., s. l.	16.27	110 30
96	Ala...	14004	Montgomery, Decatur.	South and North Alabama R. R.	183.28	2,689 26		14.6 by 9.6, f. f., s. l.	14	110 13
97	Ind...	22014	State line (n.o.), Logansport.	Pittsburgh, Cincinnati and St. Louis Rwy.	61.19	1,551 30		25 by 8.9, f. f., s. l.	12	108 50
98	Mich...	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Rwy.	179.45	2,529 23		apt., 36 by 9.6, s. l.	8.69	108 08
99	Wis...	25030	El Roy, Saint Paul.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	197.02	2,511 22		24 by 9.....	19.55	108 08
100	Miss...	18003	Vicksburgh, Meridian.	Vicksburgh and Meridian R. R.	140.69	1,531 18		54.5 by 9.2, f. f., s. l.	7	167 73
101	Wis...	25016	Milwaukee, Dickinson.	Milwaukee and Northern and Wisconsin and Michigan R. R.	155.40	1,521 22½		apt. 21 by 9 f. f., s. l., to Green Bay; none res.	10.87	107 73
102	Ala...	17010	Selma, Cleveland.	East Tennessee, Virginia and Georgia R. R.	264.92	1,493 24		10 by 7.10, f. f., s. l.	12	106 02
103	Ind...	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Rwy.	73.29	1,477 27		r. p. o., 40 by 9½, s. l.	19.78	105 17
103a	Tenn...	19007	Nashville, Hickman.	Nashville, Chattanooga and St. Louis Rwy.	170.11	1,469 25		13 by 8.6, f. f., s. l.	17.01	105 17
104	S. C...	14003	Columbia, Charleston.	South Carolina Rwy.	131.50	1,462 33		18.9 by 8.6, f. f., s. l.	15.20	105 17
105	Mich...	24009	Jackson, Bay City.	Michigan Central R. R.	114.61	1,423 21.81		16.11 by 9 (av.), d. l.	12.78	103 46
106	Minn...	26001	Brainerd, Livingston.	Northern Pacific R. R.	895.29	2,118 20		24.6 by 9, f. f., s. l.	9.15	103 29
107	Miss...	18010	Natchez, Jackson.	Natchez, Jackson and Columbus R. R.	99.45	1,367 16		25.6 by 8, f. f., s. l.	7	100 89
108	Ind...	22024	Terre Haute, Danville.	Chicago and Eastern Illinois R. R.	56.48	1,597 27		17.6 by 7.2, f. f., s. l.	19	100 30
109	W. Va.	12001	Harrisonburgh, Lexington.	Baltimore and Ohio R. R.	62.41	1,337 24		21.3 by 8.9, f. f., s. l.	....	99 18
109a	Ky...	20007	Lebanon Junction, Jellico.	Louisville and Nashville R. R.	170.97	1,302 21		18.5 by 9.1, f. f., s. l.	14	98 33
110	Mich...	24048	East Saginaw, Bay City.	Flint and Pere Marquette R. R.	13.21	1,300 25.22		20 by 8.10½, f. f., s. l.	25	98 33
110a	Ky...	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.20	1,300 .....		12.6 by 9, f. f., s. l.	13	98 33
111	Col...	38012	Salida, Ogden City.	Denver and Rio Grande Rwy.	555.04	1,281 17		19.8 by 7.5, f. f., s. l.	7.26	97 47
112	Ohio...	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Rwy.	185.66	1,258 .....		12.9 by 7.9, f. f., s. l.	19.50	95 76
113	Ohio...	21011	Xenia, Dayton	Pittsburgh, Cincinnati and St. Louis Rwy.	16.77	1,253 25		19.10 by 8.4, f. f., s. l.	19	95 76
113a	Ky....	20003	La Grange, Lexington.	Louisville and Nashville R. R.	67.44	1,243 26		11.6 by 7.6, f. f., s. l.	19	95 76

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
85 50			31,511 22		18,036 73		Apr. 1, '84	lap \$17.10; former trans. \$23.50 for 61.30 m. \$68.40 res.; \$68.92 for present pay 189.06 m.
82 94			5,008 41		3,818 55		July 1, '84	.99 m. decrease. Weighed from Mar. 19, 1884.
66 69			11,426 80		8,366 36		Mar. 19, '84	Part. Weighed from Mar. 19, 1884.
64 30			20,184 62		11,786 83		July 1, '84	.03 m. decrease. L. G. Weighed from Mar. 19, 1884.
70 11			6,644 62		4,290 03		July 1, '84	Weighed from Mar. 19, 1884.
103 29			19,394 95		18,535 39		July 1, '84	Land grant. Weighed from Apr. 16, 1884.
81 40			21,293 92		16,149 76		July 1, '84	1.38 m. decrease. Weighed from Apr. 4, 1884.
76 10			13,105 70		9,245 99		July 1, '84	95.21 m., formerly at \$60.88 L. G.; \$46.19, for 95.21 m. L. G. Weighed from Mar. 19, 1884.
99 18			15,123 13		11,359 08		July 1, '84	.36 m. increase. 25.77 m. from Aug. 15, 1882, Green Hay to Stillan. Extensions Stillan to Lena, 6.10 m., and Lena to Dickinson, 8.64 m., not weighed.
61 56			38,011 53		19,040 26		July 1, '84	.37 m. increase. formerly 80.38 m. at \$76.95; 28.17 m., at \$115.43; 156 m. L. G., at \$84.82. Weighed from Mar. 19, 1884.
25 00 94 05 25 00			7,707 90	1,832 25	6,813 92	1,811 25	July 1, '84	.84 m. increase. Weighed from Mar. 19, 1884.
85 50			17,890 46		14,582 68		July 1, '84	.45 m. decrease. Weighed from Mar. 19, 1884.
82 08			13,829 85		10,754 12		July 1, '84	.48 m. increase. Weighed from Mar. 19, 1884.
100 64			11,878 24		29,580 82		July 1, '84	Weighed from Mar. 19, 1884.
81 40			92,474 50		49,036 76		July 1, '84	.47 m. increase. See parts: 79.07 m. from July 1, 1882; 146.64 m. from Dec. 1, 1882; 115.79 m. from Feb. 1, 1883. Weighed from Mar. 19, 1884.
67 55			10,033 51		6,675 96		July 1, '84	.62 m. increase. Weighed from Mar. 19, 1884.
67 55			6,229 74		3,811 17		July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
56 43			6,189 82		8,366 36		Mar. 19, '84	36.03 m. from Dec. 15, 1883; part. Weighed from Mar. 19, 1884.
66 69			16,811 48		13,442 74		July 1, '84	1.76 m. decrease. \$98.33 for \$60.79 m. Weighed from Mar. 19, 1884.
88 92			1,298 93		1,174 63		July 1, '84	Weighed from Mar. 19, 1884.
			13,785 86				July 1, '84	140.94 m. from Aug. 1, 1883; new .74 m. increase. Weighed from Mar. 19, 1884.
90 63			54,158 23		5,564 68		Apr. 16, '84	Ext. Grand Junction to Ogden City from Aug. 10, 1883. 348.14 m. Weighed from Apr. 16, 1884.
78 66			17,778 80		12,672 71		July 1, '84	139.8 m. at \$64.13. Weighed from Mar. 19, 1884.
70 97			1,605 89		1,196 68		July 1, '84	.12 m. decrease. Weighed from Mar. 19, 1884.
82 94			6,458 05		5,577 71		July 1, '84	.19 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
114	Wis...	25016	Milwaukee, Crivitz.	Milwaukee and Northern, and Wisconsin and Michigan R. R.	168.49	1,224 24		apt., 24 by 8.10, a. l.	10.11	94 91
115	Ind ...	22043	Terre Haute, East St. Louis.	Indianapolis and St. Louis Rwy.	190.13	1,222 27		r.p.o., 40 by 9.1, a. l.	18.55	94 91
116	Ind ...	22009	Richmond, Chicago.	Chicago, Saint Louis and Pittsburgh R. R.	225.16	1,206 .....		12.6 by 9.6, a. l., apt.	14.09	94 05
117	Mich...	24003	Adrian, Jackson.	Lake Shore and Mich. Southern Rwy.	47.41	1,190 24.60		apt., 11.2 by 8.10, f. f., a. l.	12	93 20
117a	Pa ....	8055	Pittsburgh, Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	23.49	1,179 19		apt., 15 by 9.1, 2 lines.	24	92 34
118	Ohio ..	21010	Sandusky, Chicago.	Baltimore and Ohio R. R.	28	1,162 .....		apt., 20 by 9. f. f., a. l.	17.55	92 34
118a	Ky ....	20025	Henderson, Nashville.	Louisville and Nashville R. R.	145.58	1,151 .....		15 by 9.4 (av.), f. f., a. l.	9.95	91 49
119	Ohio ..	21036	Columbus, Athens.	Columb's Hooking Valley and Toledo Rwy.	77.44	1,125 23		apt., 15.6 by 7.10, f. f., d. l.	18	90 63
120	Me ....	10	Portland, South Lunenburg.	Portland and Ogdensburg R. R.	114.05	1,120 23		apt., 13 by 6.8, f. f., 2 l. to Fryesburgh, 49 m., 1 l. res., 65.05 m.	16.15	90 63
121	Nebr...	34010	Fremont, Valentine.	Fremont, Elkhorn and Missouri Valley R. R.	268.59	1,112 20		apt., 17.9 by 9.6, f. f., a. l.	6	89 78
122	Iowa ..	27008	Burlington, Hale.	Chicago, Burlington and Kansas City Rwy.	198.54	1,110 22.05		13.6 by 9.3, 1 l.	6	89 78
123	Ga ....	15018	Waycross, Albany.	Savannah, Florida and Western Rwy.	163.11	1,074 25		apt., 17.6 by 9, f. f., a. l.	12.49	88 07
124	Ohio ..	21012	Springfield, Sandusky.	Indiana, Bloomington and Western Rwy.	131.85	1,067 25		apt., 15 by 9.6, f. f., a. l.	13.17	88 07
125	Ga ....	15016	Macon, Eufula.	Southwestern R. R.	144.57	1,049 25		apt., 23 by 9 f. f., 1 l.	7	87 12
126	Ga ....	15044	Climax, Chattahoochee.	Savannah, Florida and Western Rwy.	32.17	1,030 30		apt., 17.6 by 9.1, f. f., a. l.	7	86 36
127	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	248.12	1,014 20		apt., 21 by 9.3, f. f., a. l.	6	85 50
128	Ohio ..	21030	Dayton, Richmond.	Pittsburgh, Cincinnati and St. Louis Rwy.	42.13	1,005 25		apt., 19.10 by 8.4, f. f., a. l.	12.50	85 50
129	Mo ....	28036	Fort Scott (Kans.), Memphis (Tenn.).	Kansas City, Fort Scott and Gulf R. R.	389.61	974 20		apt., 22.7, 1 by 8.11 (av.).	8.85	83 79
130	Ind ...	22008	Louisville Junct. (n. o.), Michigan City.	Louisville, New Albany and Chicago Rwy.	293.63	967 25		apt., 14 by 9, a. l.	11.15	83 79
130a	Ky ....	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.94	952 23		apt., 19 by 8.11, f. f., a. l.	14.51	82 94
130b	Ky ....	20009	Louisville, Memphis.	Chesapeake, Ohio and Southern R. R.	389.40	948 21		15 by 9.4, f. f., a. l.	9.9	82 94

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
107 73			15,801 56		15,123 13		Apr. 16, '84	From Apr. 2, 1883, on 6.10 m. ext. Stileto to Lena; from May 7, 1883, on 8.64 m. ext., Lenato Dickinson; from Oct. 10, 1883, on 11.00 m. ext., Dickinson to Crivits. Weighed from Apr. 16, 1884.
25 00	82 06	25 00	18,045 23	4,758 25	15,584 37	4,749 75	July 1, '84	.14 m. increase. Weighed from Mar. 19, 1884.
	68 40		21,176 29		15,329 80		July 1, '84	Weighed from Mar. 19, 1884.
	86 36		4,418 61		4,094 33		July 1, '84	Do.
	76 10		2,169 06		1,787 58		May 1, '84	Weighed from May 1, 1884.
	89 94		2,585 52		2,322 32		July 1, '84	Weighed from Mar. 19, 1884.
	69 26		13,319 11		10,106 41		July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
	71 82		7,018 38		5,563 89		July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
	80 37		10,336 35		9,166 19		Aug. 15, '83	See returns of May, 1881. Weighed from Aug. 15, 1883.
	63 27		24,114 01		13,458 16		Apr. 16, '84	55.88 m. ext., Apr. 20, 1883, Long Point to Valentine. Weighed from April 16, 1884.
	61 56		17,247 63		11,826 29		Apr. 1, '84	Sumner to Hale, not weighed. Weighed from April 1, 1884.
	135 95		14,365 09		11,790 65		July 1, '84	.57 m. increase. 128.24 m. at \$55.58. Weighed from Mar. 19, 1884.
	74 89		11,567 99		9,771 12		July 1, '84	Weighed from Mar. 19, 1884.
	86 36		12,007 94		15,138 73		July 1, '84	.56 m. increase. Weighed from Mar. 19, 1884.
			2,778 30				July 1, '84	.52 m. increase. 31.65 m. to June 30, 1884. Weighed from Mar. 19, 1884.
			18,036 73					Weighed only between Menasha and Ashland, 249.22 m. Route extended to begin at Milwaukee Apr. 23, 1883, with special rate, 33.30 m. 1.20 m. decrease. Pay, Menasha to Milwaukee, not fixed. Weighed from Apr. 4, 1884.
	53 87		3,602 11		2,271 15		July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
	67 55		32,645 42		14,568 23			From Sept. 1, 1883, on 77.72 m. ext. from Spring City to Jonesborough; from Nov. 1, 1883, on 67.64 m. ext., Jonesborough to Memphis. Weighed from Jan. 9, 1884.
	77 81		24,603 25		22,847 35		July 1, '84	Weighed from Mar. 19, 1884.
			11,689 56				Aug. 1, '83	New. Weighed from Aug. 6, 1883.
	95 76		32,296 83		27,137 96		July 1, '84	180.07 m., at \$81.23; 65.04 m., at \$123.19; 37.40 m., at \$42.75. 2.69 m. decrease. Weighed from Mar. 19, 1884.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
131	Ohio ..	21001	Newark, Columbus.	Central Ohio R. R.	33	946 34		20 by 9, f. f., a. l	20.54	82 94
132	Iowa ..	27070	Eagle Grove, Iroquois.	Chicago and Northwestern Rwy.	271.43	927 22		apt., 24 by 9.3, a. l.	6	82 80
133	Ohio ..	21074	Logan, Pomeroy.	Columbus, Hocking Valley and Toledo Rwy.	83.71	900 22		apt., 15.6 by 7.10, f. f., d. l.	12	81 32
134	Ind ...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Rwy.	161.02	913 22		apt., 14 by 9.2, f. f., a. l.	16.54	81 23
135	Ohio ..	21024	Hamilton, Indianapolis.	Cincinnati, Hamilton and Indianapolis R.R.	99.83	905 30		apt., 10.4 by 7.2, f. f., a. l.	15.5	81 23
136	Mich..	24045	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette R.R.	27.13	901 25.09		apt., 20 by 8.10, f. f.	15	81 23
137	Mich..	24016	Ionia, Big Rapids.	Detroit, Lansing and Northern R. R.	68.09	889 23		apt., 20 by 8.10, l l.	10.44	80 37
138	Ga. ....	15031	Thomasville, Bainbridge.	Savannah, Florida and Western Rwy.	36.99	884 25		apt., 17.6 by 9.1, f. f., a. l.	7	80 37
139	Miss ..	18004	Mobile, Cairo ..	Mobile and Ohio R. R.	495.89	1,320 24		21.6 by 8.10, f. f., a. l.	7	79 34
140	N. Y. ..	6061	Buffalo, Corry..	Buffalo, New York and Philadelphia R. R.	93.91	855 30		apt., 14.6 by 8.6, f. f., l l.	20	78 66
141	Iowa..	27034	Elk Point, Sioux Falls.	Chicago, Milwaukee and St. Paul Rwy.	70.86	853 24		20.2 by 9.4, a. l.	6	78 66
142	Fla ...	16011	Waldo, Wildwood.	Florida Transit R. R.	72.50	835 22½		11.6 by 6.10, f. f., a. l.	6	77 81
142a	Tenn ..	19009	Morristown, Warm Springs.	East Tenn., Virginia and Georgia R. R.	49.59	834 18		15 by 9.6, f. f., a. l.	7	77 81
143	Mich..	24008	Jackson, Niles.	Michigan Central R. R.	104.30	834 25.02		17.4 by 8.11, a. l	9.7	77 81
144	Miss ..	18002	Memphis, Grenada.	Mississippi and Tennessee R.R.	102.34	827 25		12.4 by 7, f. f., a. l.	7	77 81
145	Ala ...	17007	Opelika, Columbus.	Columbus and Western Rwy.	29.53	824 17		12 by 7, f. f., a. l.	13	77 81
145a	Tenn ..	19008	Knoxville, Jellico.	East Tenn., Virginia and Georgia R. R.	66.12	824 18		15 by 9.6, f. f., a. l.	7	77 81
146	Mich..	24022	Big Rapids, Holland.	Chicago and West Michigan Rwy.	91	821 17		11.6 by 7.6; av., a. l., 55.69 ms.; d. l. res.	14.48	77 81
147	Ohio ..	21041	Lorain, Bridgeport.	Cleveland, Lorain and Wheeling R. R.	158.41	820 20		16 by 8.8, f. f., a. l.	9.84	77 81
148	Mich..	24039	Fort Gratiot, Chicago.	Chicago and Grand Trunk Rwy.	338.46	811 26.05		20.5 by 9.5, a. l.	12.16	76 95
149	Ind ...	22006	Columbus, Madison.	Pennsylvania Co.	45.75	803 .....		10.10 by 8.8, f. f., d. l.	12	76.95
150	Ohio ..	21053	Columbus, Toledo.	Columbus, Hocking Valley and Toledo Rwy.	125.44	798 .....		15.8 by 9 3., a. l.	18	76 10
151	S. C. ..	14017	Branchville, Augusta.	South Carolina Rwy.	76.43	794 30		18.9 by 8.6, f. f., a. l.	21.66	76 10
152	S. C. ...	14001	Columbia, Greenville.	Columbia and Greenville R.R.	144.32	794 20		20 by 9, f. f., a. l.	6	76 10
153	Tex ...	81027	Galveston, Lampasas.	Gulf, Colorado and Santa Fe Rwy.	275.10	792 20		20.6 by 9, f. f., a. l.	7	76 10
154	Ohio ..	21029	Morrow, Dresden.	Pittsburgh, Cincinnati and St. Louis Rwy.	148.73	778 .....		14.3 by 6.6, f. f., a. l., to Washington C. H.; d. l. res.	12	75 24
154a	Ky. ....	20015	Maysville, Paris.	Kentucky Central R. R.	50.17	762 .....		12.9 by 8.10, f. f., a. l.	12	75 24

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
102 80			2,737 02		2,385 80		July 1, '84	Part. No readjustment on residue. Weighed from Mar. 19, 1884.
63 27			22,278 97		9,177 95		July 1, '84	Oct. 1, 1883. 126.37 m. ext. Hawarden to Iroquois. Weighed from Apr. 16, 1884.
72 68			6,799 76		6,089 12		July 1, '84	.07 m. decrease. Weighed from Mar. 19, 1884.
78 66			13,126 39		12,677 03		July 1, '84	.45 m. increase. Weighed from Mar. 19, 1884.
66 69			8,109 19		6,714 34		July 1, '84	.85 m. decrease. Weighed Mar. 19, 1884.
75 24			2,203 76		2,041 26		July 1, '84	Weighed from Mar. 19, 1884.
64 98			5,472 39		4,424 48		July 1, '84	Do.
42 75			2,972 88		1,581 75		July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
62 25			39,804 20		29,424 95		July 1, '84	23.20 m. from May 22, 1882, at \$99.18; res. Mar. 19, 1884.
71 82			7,386 96		6,744 61		July 1, '83	See returns of April, 1883. Weighed from July 18, 1883.
65 84			5,534 51		6,000 66		July 1, '84	Formerly Sioux City to Sioux Falls. Weighed from Apr. 14, 1883.
70 11			5,641 22		2,262 80		July 1, '84	Weighed from Mar. 19, 1884.
42 75			3,858 59		2,151 18		July 1, '84	.93 m. decrease. Weighed from Mar. 19, 1884.
70 97			8,115 58		7,402 17		July 1, '84	Weighed from Mar. 19, 1884.
66 69			7,963 07		6,825 05		July 1, '84	Do.
75 24			2,297 72		2,228 60		July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
42 75			5,144 79		3,791 22		July 1, '84	.15 m. decrease. 27.33 from July 2, 1883. Weighed from Mar. 19, 1884.
53 01			7,080 71		2,975 98		July 1, '84	Weighed from Mar. 19, 1884.
64 98			12,325 88		10,294 78		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
74 39			26,044 49		25,178 03		July 1, '84	Weighed from Mar. 19, 1884.
59 85			3,520 46		2,747 11		July 1, '84	.15 m. decrease. Weighed from Mar. 19, 1884.
64 98			9,545 98		8,147 19		July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
88 07			5,816 32		6,644 88		July 1, '84	.98 m. increase. Weighed from Mar. 19, 1884.
68 40			10,982 75		9,838 65		July 1, '84	Weighed from Mar. 19, 1884.
71 82			20,935 11		16,295 95		Sept. 1, '83	48.20 m. from July 1, 1882. Weighed from Sept. 12, 1883.
70 97			11,190 44		10,555 36		July 1, '84	Weighed from Mar. 19, 1884.
64 13			3,774 79		3,253 31		July 1, '84	.56 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distances per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
155	Mo....	28012	Saint Joseph, North Lexington.	Wabash, St. Louis and Pacific Rwy.	73.43	756 20		25.7 by 9.2, f. a. l.	7	74 39
156	Ga....	15021	Camak, Macon.	Georgia R. R....	78.59	755 15		apt., 15 by 8.6, f. f., a. l.	14	74 39
157	Ohio ..	21049	Marietta, Parkersburg.	Cincinnati, Washington and Baltimore R. R.	15.08	751 20		no apt.	17.50	74 39
158	W. Va.	12005	Steubenville, Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	26.13	746 25		no apt.	24	74 39
159	Dak....	35008	Egan, Woonsocket.	Chicago, Milwaukee and St. Paul Rwy.	84.50	738 25		22 by 9.3, f. f., a. l.	6	73 53
160	Ind ...	22048	Louisville, Oakland City.	Louisville, Evansville and St. Louis Rwy.	99.55	720 30		14 by 7.6, f. f., a. l.	18.53	73 53
161	Ohio ..	21073	Cleveland, Zoar Station.	Valley Rwy.....	76.12	716 25		13.6 by 9.6, f. f., a. l.	10.92	72 68
162	Mo....	28017	Springfield, Mo., Memphis, Tenn.	Kansas City, Springfield and Memphis R. R.	286.63	710 20		18.1½ by 8.10½, f. f., a. l.	7	72 68
163	Ohio ..	21078	Cincinnati, Dodds.	Cincinnati Northern Rwy.	36.02	703 18		apt., 12 by 5.9, f. f., a. l.	10.92	72 68
164	Ohio ..	21041	Marietta, Zoar Station.	Cleveland and Marietta R. R.	105.72	702 23		apt., 15.9 by 8.11, f. f., a. l.	9.54	72 68
165	Ind ...	22001	Indianapolis, Vincennes.	Pennsylvania Co.	118.21	699 .....		11.6 by 9, f. f., a. l.	9.64	71 82
166	Ala ...	17009	Selma, Meridian.	East Tennessee, Virginia and Georgia R. R.	114.24	691 22		14.7 by 8.11, f. f., a. l.	7	71 82
167	Mich..	24002	Monroe, Adrian.	Lake Shore and Michigan Southern Rwy.	34.90	674 26.14		apt., 10.5 by 7.11, (av.).	14.15	70 97
167a	Kans..	33015	Junction City, Concordia.	Junction City and Ft. Kearney R. R.	73.19	669 20		13.3 by 9.1, f. f., a. l.	9.7	70 97
168	Ga....	15013	Rome, Brunswick.	East Tenn. Virginia and Georgia R. R.	350.80	667 25		15.2 by 7.5, f. f., a. l.	7	70 97
168a	Nebr..	34009	Hastings, Denver.	Republican Valley R. R.	415.88	664 31½		7 by 6, f. f., a. l.	7	70 97
169	Fla ...	16015	Pensacola, River Junct.	Pensacola and Atlantic R. R.	161.52	1,070 30		13.10 by 9.2, f. f., a. l.	7	70 46
170	Mich..	24029	Jackson, Fort Wayne.	Lake Shore and Michigan Southern Rwy.	96.74	652 24.79		16.10 by 9, a. l.	12.76	70 11
171	Ind ...	22021	Richmond, Fort Wayne.	Grand Rapids and Indiana Rwy.	92.73	645 23		22 by 8.10, f. f., a. l.	12	70 11
172	Fla ...	16001	Fernandina, Cedar Keys.	Florida Transit R. R.	155.15	1,046 20		15 by 8.11, f. f., a. l.	6.92	69 77
173	Minn ..	26039	Crookston, Devil's Lake.	St. Paul, Minneapolis and Manitoba Rwy Co.	114.34	633 20		16 by 8.9, f. f., a. l.	6	69 26
174	Miss ..	18016	Meridian, New Orleans.	New Orleans and Northeastern R. R.	196.24	630 30		in b. c .....	6	69 26
175	Ohio ..	21089	Cleveland, Chicago.	New York, Chicago and St. Louis Rwy.	338.56	623 25		apt., 20 by 9, f. f., a. l.	6.33	69 26
176	Fla ...	16006	Jacksonville, Lake City.	Florida Central and Western R. R.	60.32	1,011 25		12.1 by 6.8, f. f., a. l.	7	68 40
177	Mich..	24057	An Sable, Alger Junction.	Detroit, Bay City, Alpena R. R.	47.35	616 20		10 by 6 .....	12	68 40

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	50	.....	5,462 45	.....	4,534 78	.....	July 1, '83	8.43 m. decrease. Weighed from Aug. 6, 1883.
.....	68 40	.....	5,846 31	.....	5,375 55	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	70 11	.....	1,121 80	.....	1,057 25	.....	July 1, '84	Do.
.....	76 10	.....	1,943 81	.....	1,988 49	.....	Mar. 19, '84	Do.
.....	42 75	.....	6,213 28	.....	1,994 88	.....	Apr. 16, '84	38.07 m. ext. Howard to Woonsocket from Jan. 15, 1884. Weighed from Apr. 16, 1884.
.....	58 14	.....	7,319 91	.....	5,787 83	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	58 14	.....	5,532 40	.....	4,336 08	.....	July 1, '84	1.54 from Sept. 1, '83. Weighed from Mar. 19, 1884.
.....	.....	.....	20,832 26	.....	.....	.....	Apr. 1, '84	New. Weighed from Jan. 9, 1884.
.....	57 29	.....	2,631 01	.....	2,073 88	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	49 50	.....	7,683 72	.....	4,870 72	.....	July 1, '84	7.50 m. ext. from July 1, 1884. Weighed from July 1, 1884.
.....	63 27	.....	8,489 84	.....	7,465 86	.....	July 1, '84	.21 m. increase. Weighed from Mar. 19, 1884.
.....	56 43	.....	8,204 71	.....	6,441 48	.....	July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
.....	79 52	.....	2,476 85	.....	2,775 25	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	64 13	.....	5,194 29	.....	3,703 50	.....	Apr. 16, '84	14.91 m. from June 10, 1883. Weighed from Apr. 16, 1884.
.....	85 50	.....	24,160 39	.....	16,294 59	.....	.....	18.31 m. lap. 72 m. decrease. 88.25 m. from Oct. 23, 1882; 72.69 m. from June 15, 1883, less lap. Weighed from Mar. 19, 1884.
.....	63 27	.....	17,284 74	.....	10,903 32	.....	Jan. 1, '83	243.53 m. from Jan. 1, 1883. Weighed in Apr., 1883.
.....	.....	.....	11,380 69	.....	.....	.....	July 1, '84	20.17 m. from Aug. 20, 1882; 26.40 m. from Nov. 15, 1882; 28 m. from Jan. 10, 1883; 88.43 m. from Apr. 2, 1883. Weighed from Mar. 19, 1884.
.....	64 08	.....	6,782 44	.....	6,286 17	.....	July 1, '84	1.48 m. decrease. Weighed from Mar. 19, 1884.
.....	61 56	.....	6,501 30	.....	5,707 22	.....	July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
.....	55 41	.....	10,824 81	.....	8,596 85	.....	July 1, '84	Land grant. Weighed from Mar. 19, 1884.
.....	47 03	.....	7,919 13	.....	2,517 99	.....	Apr. 16, '84	20.66 m. ext. from Sept. 15, 1883. Weighed from Apr. 6, 1884.
.....	42 75	.....	13,591 58	.....	2,770 02	.....	July 1, '84	131.21 m. from Feb. 20, 1884. Weighed from Mar. 19, 1884.
.....	.....	.....	23,483 98	.....	.....	.....	Jan. 1, '83	New. Weighed from Mar. 19, 1884.
.....	103 97	.....	4,125 88	.....	6,271 47	.....	July 1, '84	Weighed from Mar. 24, 1884.
.....	42 75	.....	3,238 74	.....	1,634 33	.....	July 1, '84	From Jan. 15, 1884, on 20.44 m. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
178	Ohio ..	21062	Andover, Youngstown.	Lake Shore and Michigan Southern Rwy.	38.84	612 19		17.4 by 9, f. f., a. l.	12	68 40
179	Dak. ....	35017	Mitchell, Ashton.	Chicago, Milwaukee and St. Paul Rwy.	95.88	609 23		20.84 by 8.10, f. f., a. l.	6	68 40
180	Tex. ....	31086	Rosenbergh, Victoria.	New York, Texas and Mexican Rwy.	91.85	601 20		14.7 by 6.8, f. f., a. l.	7	68 40
181	Ga. ....	15005	Millen, Augusta.	Central R. R. and Banking Co.	54.51	576 .....		10.8 by 6.5, f. f., d. l.	14	66 69
182	Mich. ....	24042	Port Huron, Port Austin.	Port Huron and Northwestern Rwy.	87.71	571 22.1		13 by 6.9 (av.), f. f., d. l., 13.20 m.; a. l. res.	11.41	66 69
183	Ga. ....	15011	Macon, Columbus.	Southwestern R. R.	101.04	568 20		12 by 7.6, f. f., a. l.	7	66 69
184	Ind. ....	22032	Evansville, Jasper.	Louisville, Evansville and St. Louis Rwy.	55.63	560 25		14 by 7.6, f. f., a. l.	18	66 69
185	Ill. ....	23055	Decatur, Indianapolis.	Indiana, Bloomington and Western Rwy.	153.87	560 20		20.4 by 9.11, 1 l.	10.57	66 69
186	Ohio ..	21020	Sandusky, Bloomington.	Lake Erie and Western Rwy.	379.88	559 25		12.9 by 9.7, f. f., a. l.	9.66	65 84
187	Mich. ....	24005	Jonesville, Lansing.	Lake Shore and Michigan Southern Rwy.	61.04	552 18.17		15 by 9, f. f., a. l.	9.71	65 84
187a	Ky. ....	20032	Paris, Richmond.	Kentucky Central R. R.	40.84	552 .....		12.6 by 9, f. f., a. l.	12.42	65 84
188	Ga. ....	15039	Smithville, Albany.	Southwestern R. R.	24.08	541 20		apt., 10.9 by 8.7, f. f.	7	65 84
189	Ohio ..	21068	Columbus, Corn- ing.	Ohio Central R. R.	66.05	538 25		16.2 by 7, f. f., a. l.	12	64 98
190	Ind. ....	22022	Anderson, Benton Harbor.	Cincinnati, Wabash and Michigan Rwy.	164.68	534 28		15 by 9, f. f., a. l.	7.06	64 98
190a	Kans. ....	33040	Atchison, Omaha.	Missouri Pacific Rwy.	165.33	534 21		20.6 by 7.2, f. f., a. l.	7	64 98
191	Ind. ....	22017	Bradford, Logansport.	Pittsburgh, Cincinnati and St. Louis Rwy.	114.29	532 33		11.8 by 9.1, f. f., a. l.	6	64 98
192	Ind. ....	22027	Detroit, Logansport.	Wabash, Saint Louis and Pacific Rwy.	204.36	530 32		16.6 by 10.4, f. f., a. l.	11.46	64 98
193	Ohio ..	21060	Columbia, Hamersville.	Cincinnati and Portsmouth R. R.	35	528 16		10.6 by 7.7, f. f., a. l.	6	64 98
194	Mich. ....	24030	East Saginaw, Ithaca.	Saginaw Valley and St. Louis R. R.	45.98	527 20		10.3 by 5.6, a. l., 38.51 m.	12.94	64 98
195	Mich. ....	24034	Walton, Traverse City.	Traverse City R. R.	26.27	520 16.2		no apt. ....	12	64 98
195a	Pa. ....	8086	Foxburgh, Callery Junct. (n. o.).	Pittsburgh and Western R. R.	43.58	507 16		apt., 8.2 by 6; av. 1 l.	6	64 13
196	Mich. ....	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Rwy.	73.98	505 21		13 by 8.1, 1 l. ...	9.78	64 13
197	Ohio ..	21008	Bayard, New Philadelphia.	Pennsylvania Co.	32.41	500 30		14.10 by 8.4, f. f., a. l.	6	64 13
198	Ohio ..	21061	Toledo, Dodge.	Toledo, Cincinnati and St. Louis R. R.	191.09	498 18		12 by 5.7, f. f., a. l.	6	63 27
199	Ohio ..	21052	Cincinnati, Portsmouth.	Cincinnati and Eastern Rwy.	108	497 18		12 by 6, f. f.; d. l. to Richmond Junction, 10.6 ma.; a. l. res.	7.92	63 27
199a	Pa. ....	8150	Williamsport, Stokesdale June (n. o.).	Fall Brook Coal Co.	78.52	495 22		15 by 9.2, 1 line	9	63 27

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
72 68			2,656 65		2,826 52		July 1, '84	.05 m. decrease. Weighed from Mar. 19, 1884.
			6,558 18					15.27 m. from May 16, 1883; 80.61 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884.
			6,282 54				July 1, '84	New. Weighed from July 22, 1884.
65 84			3,635 27		3,527 04		July 1, '84	.94 m. increase. Weighed from Mar. 19, 1884.
70 11			5,849 37		5,009 36		July 1, '84	Weighed from Mar. 19, 1884.
63 27			6,738 35		6,306 73		July 1, '84	.57 m. increase. Weighed from Mar. 19, 1884.
49 59			3,709 96		2,758 69		July 1, '84	Weighed from Mar. 19, 1884.
			10,262 92				July 1, '83	.01 m. decrease. Weighed from Apr. 4, 1883.
61 56			25,011 29		23,509 15		July 1, '84	1.01 m. decrease. Weighed from Mar. 19, 1884.
64 98			4,018 87		3,966 37		July 1, '84	Weighed from Mar. 19, 1884.
			2,688 90				Aug. 1, '83	New. Weighed from Mar. 19, 1884.
60 71			1,585 42		1,461 28		July 1, '84	.01 m. increase. Weighed from Mar. 19, 1884.
54 72			4,291 92		3,601 67		July 1, '84	.23 m. increase. Weighed from Mar. 19, 1884.
59			10,700 90		9,841 79		July 1, '84	2.12 m. decrease. Weighed from Mar. 19, 1884.
			10,743 14				July 1, '84	New. Formerly part of 29001. Weighed from Aug. 1, 1883.
51 30			7,426 56		5,878 98		July 1, '84	.31 m. decrease. Weighed from Mar. 19, 1884.
64 13			13,279 31		13,086 36		July 1, '84	.30 m. increase. Weighed from Mar. 19, 1884.
58 14			2,274 30		2,034 90		July 1, '84	Weighed from Mar. 19, 1884.
64 13			2,987 78		2,267 64		July 1, '84	10.58 m. ext. from Dec. 20, 1883. Weighed from Mar. 19, 1884.
63 27			1,707 02		1,662 10		July 1, '84	Weighed from Mar. 19, 1884.
66 69			2,794 78		1,833 97		Sept. 4, '83	13.39 m. from May 14, 1883, ext.; 2.69 m. from June 11, 1883, ext. Weighed from Sept. 4, 1883.
58 14			4,744 33		2,740 13		July 1, '84	From Feb. 20, 1884, on 26.85 m.; from July 1, 1884, on whole route. Weighed from Mar. 19, 1884.
57 29			2,078 45		1,855 62		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
49 59			12,090 28		9,548 55		July 1, '84	1.46 m. decrease. Weighed from Mar. 19, 1884.
66 69			6,833 16		4,495 57		July 1, '84	4.09 m. from Jan. 1, 1883; 10.19 m. from May 15, 1883; 26.40 m. from Aug. 1, 1883. .61 m. increase. Weighed from March 19, 1884.
			4,967 96				July 16, '83	Weighed from Nov. 15, 1883.

## REPORT OF THE POSTMASTER-GENERAL.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c. of mail-car or apartment.	Trip per week.	Pay per mile per annum for transportation.
200	Dak...	35003	Breckenridge, Hope.	St. Paul, Minneapolis and Manitoba Rwy.	<i>Miles.</i> 93.22	<i>Lbs.</i> 476 20		<i>Feet and inches.</i> 16 by 8.9, f. f., s. l., 51.45 ms.; no clerk res.	<i>Dollars.</i> 4.77	62 42
200a	Ky....	20014	Owensboro', Adairville.	Owensboro' and Nashville R. R.	85.90	472 20		8 by 7.8, f. f., s. l.	9.95	61 56
201	Ohio ..	21017	Blanchester, Hillsboro'.	Cincinnati, Washington and Baltimore R. R.	21	456 22		no apt.....	12	60 71
202	Fla....	16016	Jacksonville, St. Augustine.	Jacksonville, St. Augustine and Halifax River Rwy.	36.80	455 23		...do.....	14	60 71
203	Ohio ..	21080	Toledo, Zoar Station.	Wheeling and Lake Erie R. R.	155.03	453 28		15.6 by 8.10, f. f., s. l.	6.40	60 71
204	Ill ....	23082	Streator, Ill., North Judson, Ind.	Indiana, Illinois and Iowa R. R.	110.50	450 22		.....	6	60 71
205	Fla....	16002	Lake City, River Junction.	Florida Central and Western R. R.	155.87	765 25		(av.) 12.1 by 6.8, f. f., s. l.	7	60 19
206	Fla....	16007	Sanford, Tampa.	South Florida R. R.	118.39	446 25		apt., 10.5 by 5.5, f. f., 1.1.	6	59 85
206a	Tenn...	19001	Nashville, Lebanon.	Nashville, Chattanooga and St. Louis Rwy.	31.52	445 20		apt., 12.6 by 6.4, f. f., 1.1.	12	59 85
207	Mich...	24052	Pontwater, Muskegon.	Chicago and West Michigan Rwy.	45.13	443 15		99 by 6.8.	11.02	59 85
208	Mich...	24040	Marquette, Houghton.	Marquette, Houghton and Ontonagon R. R.	95.93	743 20		14 by 7, 1.1.	6.90	59 51
209	Dak...	35006	Everest, Mayville.	Cassellton Branch R. R.	46.14	439 17		16 by 8.9, f. f., s. l.	6	59
210	Ohio ..	21043	Mansfield, Toledo.	Pennsylvania Co.	87.20	433 24		20 by 8.9, f. f., s. l.	12	59
211	Ala....	17008	Columbus, Troy.	Mobile and Girard R. R.	85.70	431 14		12.10 by 9, f. f., s. l.	13	59
212	Ga....	15042	Atlanta, Coalburg.	Georgia Pacific Rwy.	176.76	426 24		15.3 by 8.11 f. f., s. l.	13	58 14
213	S. C. ...	14016	Belton, Wall-halla.	Columbia and Greenville R. R.	43.92	442 17		20 by 9 f. f., s. l.	6	57 85
214	N. Mex.	39003	Albuquerque, Needles.	Atlantic and Pacific R. R.	574.70	692 21		21 by 9, f. f., s. l.	7	57 45
215	Ga....	15007	Union Point, Athens.	Georgia R. R....	40.48	414 20		11 by 7.6 f. f., s. l.	21	57 29
216	Ohio ..	21031	Harrison, O., Hagerstown, Ind.	White Water R. R.	63.08	391 25		12 by 7.6, s. l....	8.4	55 58
216a	Ky....	20012	Anchorage, Shelbyville.	Louisville and Nashville R. R.	18.48	391 16		10.3 by 7.3, f. f., s. l.	12	55 58
217	Ill ....	23029	Sidney, Havana.	Wabash, St. Louis and Pacific Rwy.	112.47	390 20		r. p. o. (apt.), 10.5 by 6.10.	6	55 58
218	Ohio ..	21009	Cleveland, Sherodaville.	Conotton Valley Rwy.	108.24	389 24		19.6 by 7.6, f. f., s. l.	13.98	55 58
219	Ark....	29013	Seligman, Eureka Springs.	Eureka Springs Rwy.	19.26	387 20		in b. c. ....	14	55 58
220	Colo ..	38014	Nathrop, Castle-ton.	Denver, South Park and Pacific R. R.	79.42	385 11		14.11 by 7.6 f. f., s. l. to Gunnison; no clerk res.	6.82	55 58

States and Territories in which the contract term expired in June 30, 1884, *fo.*—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Doll.	Dollars.	Dollars.	Dollars.	Dollars.		
64 13			5,818 79		5,978 20		Apr. 1, '84	Weighed from Apl. 16, 1884.
50 45			5,288 00		5,118 16		July 1, '84	4.09 m. from Nov. 20, 1882; 32.40 m. from Jan. 1, 1884; 13.20 m. from Jan. 21, 1884 4.87 m. increase. Weighed from Mar. 19, 1884.
56 43			1,274 91		1,185 03		July 1, '84	Weighed from Mar. 19, 1884.
			2,234 12				Aug. 1, '84	New. Weighed from Mar. 19, 1884.
52 56			9,414 90		8,088 97		July 1, '84	Weighed from Mar. 19, 1884.
42 75			6,708 45		1,733 08		Mar. 19, '84	69.72 m. from July 2, 1883. Extensions Streater to Dwight and N. Judeon to Momence. Weighed from Mar. 19, 1884.
61 56			9,381 81		9,595 35		July 1, '84	Land grant. Weighed from Mar. 19, 1884.
55 58			6,965 94		2,245 43		July 1, '84	75.99 m. from Feb. 13, 1884. Weighed from Mar. 19, 1884.
48 74			1,886 47		1,516 78		July 1, '84	40 m. increase. Weighed from Mar. 19, 1884.
110 30			2,701 03		2,808 23		July 1, '84	Weighed from Mar. 19, 1884. Covering part of route 24021.
67 46			5,708 79		3,688 35		Apr. 16, '84	Land grant. Ext. 31.73 m. from Dec. 1, 1883. Weighed from Apl. 16, 1884.
42 75			2,722 26		1,843 81		Apr. 1, '84	Weighed from April 16, 1884.
61 56			5,144 80		5,416 04		July 1, '84	.78 m. decrease. Weighed from Mar. 19, 1884.
47 88			5,056 30		4,102 83		July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
			10,276 82				July 1, '84	31.63 m. from July 1, 1882; 6.94 m. from Aug. 1, 1882; 59.14 m. from May 21, 1883; 6.31 m. from Oct. 6, 1882; 72.74 m. from Jan. 1, 1884. Weighed from Mar. 19, 1884.
42 75			2,628 61		1,860 90		July 1, '84	.89 m. increase. Weighed from Mar. 19, 1884.
34 20			33,016 51		9,850 28		Apr. 16, '84	92 m. ext. from Sept. 1, 1882; 16.90 m. ext. from Apr. 16, 1883. Weighed from Aug. 1, 1884.
49 59			2,319 09		2,080 71		July 1, '84	.47 m. decrease. Weighed from Mar. 19, 1884.
61 56			3,505 98		3,888 12		July 1, '84	Weighed from Mar. 19, 1884.
43 61			1,027 11		836 87		July 1, '84	.71 m. decrease. Weighed from Mar. 19, 1884.
61 56			6,251 08		6,341 29		June 1, '83	9.46 m. ext. Urbana to Sidney. Weighed from Mar. 19, 1884.
44 46			6,015 97		4,807 90		July 1, '84	.10 m. increase. Weighed from Mar. 19, 1884.
			1,070 47				Feb. 15, '83	New. Weighed from May 22, 1884.
54 72			4,414 16		2,680 94		May 26, '84	13.29 m. from Sept. 20, 1883. Weighed from Apr. 16, 1884.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
221	Ohio ..	21090	Marion, Chicago Junction (n. o.).	Chicago and Atlantic R. R.	249.95	383 29		10.1 by 6.10, f. f., a. l.	6	55 58
222	Ohio ..	21022	Dayton, Union City.	Dayton and Union R. R.	47.32	382 30		9.6 by 9.1, f. f., a. l.	12	55 58
223	Tex...	31023	Houston, Nacogdoches.	Houston, East and West Texas Rwy.	140.25	382 20		13.1 by 7.5, f. f., a. l.	6	55 58
224	Mich...	24032	Powers, Crystal Falls.	Chicago and Northwestern Rwy.	57.95	386 21		12.8 by 8, a. l., 42 miles.	14	55 58
225	Ga...	15025	Athens, Lula ..	Northeastern R. Co. of Ga.	39.59	380 20		10.2 by 7.2, f. f., a. l.	12	55 58
226	Ohio ..	21055	Toledo, Thurston.	Ohio Central R. R.	148.68	377 25		16.2 by 7, f. f., a. l.	6.73	54 72
227	Ind ..	22445	Lawrenceburgh Junc. (n. o.).	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	246	376 20		no apt.....	28	54 72
228	Mich.	24033	Lenox, Jackson.	Michigan Air Line Rwy.	106.58	373 22.6		23.6 by 7.3, a. l.	7.76	54 72
229	S. C...	14010	Port Royal, Augusta.	Port Royal and Augusta R. R.	110.77	368 18		10.3 by 6.10, f. f., a. l.	14	54 72
230	Wis...	25028	Hudson, Bayfield.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.44	501 20		apt. 9.3 by 22 (av.), a. l.	6	54 04
231	Miss ..	18014	Artesia, Columbus.	Mobile and Ohio R. R.	14.11	366 13½		in b. o.....	7	53 87
232	Mich.	24020	Toledo, South Lyon.	Toledo, Ann Arbor and Grand Trunk Rwy.	60.51	364 21.3		(apt.), 12 by 9, a. l.	10.51	53 87
233	Io ..	27089	Sac City, Kingsley.	Chicago and Northwestern Rwy.	58.40	359 20		no apt.....	6	53 87
233a	Pa....	8051	Greenville, Butler.	Shenango and Alleghany R. R.	57.29	359 23		apt., 14 by 6.8, 1 l.	14.61	53 87
234	Ala...	17006	Selma, Aiken Junc. (n. o.).	Cincinnati, Selma and Mobile Rwy.	71.86	356 20		12 by 6.10.....	7	53 87
235	Ohio ..	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore R. R.	56	352 22		13 by 7.4, f. f., a. l.	12	53 01
236	Ohio ..	21038	Newark, Shawneetown.	Baltimore and Ohio R. R.	43.67	351 25		apt., 16 by 8.6, f. f.	12	53 01
237	Mich...	24024	Ypsilanti, Bankers.	Lake Shore and Michigan Southern Rwy.	65.52	351 22		8.8 by 6.9, a. l.	6	53 01
237a	K ..	20011	Glasgow Junction, Glasgow.	Louisville and Nashville R. R.	11	349 16		no apt.....	6	53 01
238	Ga....	15008	Kingston, Rome.	Rome R. R.	20.28	341 15		8.6 by 5.6, no clk.	16	52 16
239	Ind...	22023	Oakland City, Mt. Vernon.	Louisville, Evansville and St. Louis Rwy.	88.56	339 30		14 by 7.6, f. f., a. l.	13	52 16
240	Mich...	24041	Alma, Lakeview.	Detroit, Lansing and Northern R. R.	32.61	334 20		9.8 by 6.9, a. l.	12	52 16
241	Fla...	16012	Palatka, Gainesville.	Florida Southern Rwy.	49.77	333 23		no apt.....	7.22	52 16
242	N. Y. ..	6127	Bradford Junction (n. o.).	Rochester and Pittsburgh R. R.	120.73	333 30		(apt.), 14 by 8.11, 1 l.	12	52 16
242a	Kans...	83036	Ft. Scott, Wichita.	St. Louis, Ft. Scott and Wichita R. R.	158.60	232 20		(apt.), 15.7 by 7.1½, f. f., a. l.	6	52 16
243	S. C...	14006	Florence, Cheraw.	Cheraw and Darlington R. R.	40.82	331 20		apt., 13.6 by 8.7, f. f., a. l.	7	51 30

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
			13,892 22				June 1, '83	New. Weighed from Mar. 19, 1884.
47 03			2,630 04		2,232 98		July 1, '84	.16 m. decrease. Weighed from Mar. 19, 1884.
42 75			7,795 09		3,783 37		Dec. 1, '83	32 m. from Nov. 1, 1882; 19.75 m. from June 15, 1883. Weighed from Dec. 15, 1883.
47 88			3,220 86		2,774 65		July 1, '84	Weighed from Mar. 19, 1884.
45 32			2,200 41		1,836 81		July 1, '84	.94 m. decrease. Weighed from Mar. 19, 1884.
46 17			8,135 76		6,780 06		July 1, '84	1.83 m. increase. Weighed from Mar. 19, 1884.
52 16			184 61		128 31		July 1, '84	Weighed from Mar. 19, 1884.
42 75			5,832 05		1,528 21		July 1, '84	From Feb. 20, 1884, on 70.83 m. ext. Weighed from Mar. 19, 1884.
52 16			6,061 33		5,777 76		July 1, '84	Weighed from Mar. 19, 1884.
46 52			9,805 01		5,713 58		Apr. 16, '84	From Nov. 20, 1883, on 58.63 m. ext. Weighed from Mar. 19, 1884.
50 45			760 10		711 84		July 1, '84	Weighed from Mar. 19, 1884.
53 01			3,259 67		3,247 39		July 1, '84	Do.
			3,146 00				Apr. 16, '84	From Sept. 15, 1883, on 13.29 m.; from Jan. 25, 1884, on 12.69 m. New. Weighed from Apr. 16, 1884.
45 32			3,096 21		1,631 06		May 1, '84	21.3 m. from Nov. 22, 1883. Weighed from May 1, 1884.
47 03			3,871 09		3,874 40		July 1, '84	.11 m. increase. Weighed from Mar. 19, 1884.
72 68			2,968 56		4,070 08		July 1, '84	Weighed from Mar. 19, 1884.
47 03			2,314 94		2,054 74		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
49 50			3,473 21		3,249 14		July 1, '84	Weighed from Mar. 19, 1884.
47 88			583 11		518 54		July 1, '84	.17 m. increase. Weighed from Mar. 19, 1884.
42 75			1,057 80		868 68		July 1, '84	.04 m. decrease. Weighed from Mar. 19, 1884.
43 61			4,619 28		3,862 10		July 1, '84	Weighed from Mar. 19, 1884.
53 87			1,700 93		2,083 59		July 1, '84	Do.
42 75			2,596 00		2,115 69		July 1, '84	.28 m. increase. Weighed from Mar. 19, 1884.
			6,297 27				July 16, '83	16.18 m. from June 1, 1883; 104.6 m. from July 16, 1883. New. Weighed from Nov. 15, 1883.
47 03			8,272 57		6,018 43		Jan. 17, '84	30.63 m. ext. from Aug. 15, 1883. Weighed from Jan. 17, 1884.
44 46			2,094 06		1,818 41		July 1, '84	.08 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
244	S. C. . .	14007	Chester, New-ton.	Chester and Le-noir Narrow Gauge R. R.	78.37	831 15		12 by 7.4, f. f., a. l.	6	51 30
245	Nebr. . .	34019	Nemaha City, Beatrice.	Republican Val-ley R. R.	67.76	329 17		apt., 8 $\frac{1}{2}$ by 7.3, f. f., a. l.	6	51 30
246	Mich. . .	24023	Allegan, Hol-land.	Chicago and West Michigan Rwy.	24.64	322 22		apt., 12 by 6, f. f., a. l.	6	51 30
247	Wis. . .	25048	Eau Claire, Chi-cago Junction (n. o.).	Chicago, St. Paul, Minne-apolis and Omaha Rwy.	79.11	316 20		14.6 by 7 (av.), a. l.	7.75	50 45
248	Ohio . .	21037	Niles, New Lis-bon.	New York, Pennsylvania and Ohio R. R.	84.85	313 25		6.6 by 6.6, f. f., a. l.	12	50 45
249	Ill. . . .	23046	Jacksonville, Centralia.	Jacksonville and Southeast-ern Rwy.	112.05	312 25		(apt.), 12 by 7.4.	6.85	50 45
250	N. Mex. .	39006	Deming, Silver City.	Silver City, Deming and Pacific R. R.	47.70	311 16		no apt. . . . .	7	50 45
251	S. C. . .	14014	Cheraw, Wades-borough.	Cheraw and Sal-isbury R. R.	26.02	308 20		apt., 13.6 by 8.7, f. f., a. l.	7	50 45
251a	Pa. . . .	8040	Pittsburgh, Wheeling.	Baltimore and Ohio R. R.	71.09	308 18		apt., 11 by 8.9, f. f., a. l.	9	50 45
252	Ohio . .	21084	Logan, New Straitsville.	Columbus, Hock-ing Valley and Toledo Rwy.	13.39	307 23		11 by 7.9, f. f., a. l.	12	49 59
253	N. Y. . .	6130	Buffalo, Ash-ford Junction (n. o.).	Rochester and Pittsburgh B. R.	49.28	306 23		(apt.), 15 by 8.11, 1 l.	10.07	49 59
254	Ohio . .	21092	Canton, Coshocton.	Connetton Val-ley Rwy.	54.73	303 24		apt., 10.6 by 7.6, f. f., a. l.	6	49 59
254a	Tenn. . .	19013	Tullahoma, Walling.	Nashville, Chat-tanooga and St. Louis Rwy.	48.26	302 18		8 by 6.2, f. f., a. l.	6	49 59
255	N. Y. . .	6118	Phoenicia, Hun-ter.	Stony Clove and Catskill Mount-ain R. R.	14.73	300 14		in b. o. . . . .	6	49 59
255a	Ky. . . .	20030	Richmond Junc. (n. o.), Rich-mond.	Kentucky Cen-tral R. R.	34.31	299 . . . .		10 by 6, f. f., a. l.	6	49 59
256	Ill. . . .	23083	Bates, Grafton.	Wabash, St. Louis and Pa-cific Rwy.	71.93	290 20		apt., 17 by 8.3, f. f.	6	48 74
256a	Pa. . . .	8092	York, Peach Bottom.	York and Peach Bottom Rwy.	40.07	290 15		apt., 13.6 by 7.6, 1 l.	6	48 74
257	Nebr. . .	34015	Grand Island, North Loup.	Omaha and Re-publican Val-ley R. R.	50.09	288 21		12 by 9.4, f. f., a. l.	6	48 74
258	Mich. . .	24049	Detroit and Bay City Crossing, Saginaw.	Flint and Pere Marquette R. R.	3.76	286 11.66		no apt. . . . .	19	48 74
259	Md. . . .	10024	Baltimore, Md., Delta, Pa.	Maryland Cen-tral R. R.	45.5	283 16		apt., 8 by 5.6, a. l.	15.56	47 88
260	Ind. . . .	22034	Rockport, Rock-port Junction (n. o.).	Louisville, Evansville and St. Louis Rwy.	16.20	282 17		no apt. . . . .	18	47 88
261	Mich. . .	24014	Saginaw, Cairo.	Michigan Cen-tral R. R.	34.04	281 20.64		no apt. . . . .	14.50	47 88
262	Ind. . . .	22042	New Castle, Rushville.	Ft. Wayne, Cin-cinnati and Louisville R. R.	24.89	278 25		apt., 12 by 7.8, f. f., a. l.	6	47 88
263	Mich. . .	24037	St. Clair, Lenox.	Michigan Mid-land and Can-ada R. R.	16	274 20		no apt. . . . .	12	47 88
264	S. C. . .	14008	Alston, Spartan-burgh.	Columbia and Greenville R. R.	68.39	271 16		20 by 9, f. f., a. l.	6	47 03
265	Wis. . . .	25050	Eland, Waters-meet.	Milwaukee, Lake Shore and Western Rwy.	105.68	271 25		no apt. . . . .	6	47 03

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
..... 47 98	.....	.....	3,917 78	.....	3,126 85	.....	July 1, '84	3.16 m. decrease. 14.36 m. from Aug. 6, 1883. Weighed from Mar. 19, 1884.
..... 45 32	.....	.....	3,476 08	.....	1,492 39	.....	Apr. 16, '84	34.83 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884.
..... 50 45	.....	.....	1,264 03	.....	1,243 08	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	3,991 09	.....	2,016 51	.....	Apr. 16, '84	From Sept. 15, 1883, 22.78 m. ext.; from Nov. 1, 1883, 9.16 m. ext. Weighed from Apr. 16, 1884.
..... 46 17	.....	.....	1,758 18	.....	1,573 47	.....	July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
..... 47 03	.....	.....	5,652 92	.....	3,941 11	.....	Nov. 20, '84	28.25 m. ext. Weighed from Mar. 19, 1884.
.....	.....	.....	2,406 46	.....	.....	.....	July 2, '83	New. Weighed from Dec. 1, 1883.
..... 42 75	.....	.....	1,312 70	.....	1,112 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 44 46	.....	.....	3,586 49	.....	1,441 83	.....	May 1, '84	38.66 m. ext. from Nov. 20, 1883. Weighed from May 1, 1884.
..... 42 75	.....	.....	664 01	.....	569 43	.....	July 1, '84	.07 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	2,443 79	.....	.....	.....	Dec. 12, '83	New. Weighed from May 1, 1884.
.....	.....	.....	2,714 06	.....	.....	.....	July 2, '83	Weighed from Mar. 19, 1884. New.
..... 42 75	.....	.....	2,393 21	.....	2,223 19	.....	July 1, '84	1.11 m. decrease. 13.18 m. from Nov. 1, 1881; 1.10 m. from Mar. 4, 1884. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	730 46	.....	651 51	.....	July 1, '83	See returns Apr., 1883. Weighed from July 24, 1883.
..... 42 75	.....	.....	1,701 43	.....	1,474 02	.....	July 1, '84	.17 m. decrease. Weighed from Mar. 19, 1884.
..... 50 00	.....	.....	3,505 86	.....	3,292 79	.....	Mar. 19, '84	16.12 m. ext. from July 2, 1883. Weighed from Mar. 19, 1884.
..... 47 03	.....	.....	1,953 01	.....	1,681 32	.....	Sept. 4, '83	4.32 m. ext. from June 4, 1883. Weighed from Sept. 4, 1883.
..... 49 59	.....	.....	2,441 38	.....	1,140 07	.....	.....	27.10 m. ext. from Nov. 1, 1882. Weighed from Apr. 16, 1883.
..... 47 03	.....	.....	183 26	.....	176 83	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	694 26	.....	.....	.....	Jan. 21, '84	27.5 m. from July 9, 1883; 3.5 m. from Nov. 21, 1883; 14.5 m. from Jan. 21, 1884. Weighed from May 1, 1884.
..... 42 75	.....	.....	775 65	.....	692 55	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 48 74	.....	.....	1,629 83	.....	1,659 10	.....	July 1, '84	Do.
..... 42 75	.....	.....	1,191 73	.....	1,061 91	.....	July 1, '84	.05 m. increase. Weighed from Mar. 19, 1884.
..... 60 71	.....	.....	766 08	.....	1,092 78	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	3,216 38	.....	2,928 37	.....	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
..... 60 71	.....	.....	4,970 13	.....	4,124 63	.....	Apr. 16, '84	52.50 m. ext. from Feb. 5, 1884. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches apt., 14 by 7, f. f., s. l.		Dollars.
266	Ohio	21058	Wellston, Springfield.	Ohio Southern R.R.	118.89	270	.....	14 by 7, f. f., s. l.	7.25	47 03
267	Fla	16008	Volusia, Leesburgh.	Saint John's and Lake Eustis Rwy.	49.75	264	18	14 by 7.4. No clerk.	6	47 03
267a	Ky	20027	Asherville, Richardson.	Chattaroi Rwy	50.36	263	20	10 by 6.10, f. f., s. l.	9.73	47 03
268	Ohio	21065	Delphos, Kokomo.	Toledo, Cincinnati and St. Louis R. R.	108.02	259	20	10.5 by 7.6, f. f., s. l.	6	46 17
268a	Ky	20024	Lebanon, Greensburgh.	Louisville and Nashville R. R.	31.80	255	12	no apt.	6	46 17
269	Ind	22011	Cambridge City, Columbus.	Pennsylvania Co.	63.58	253	.....	10.10 by 8.4, f. f., s. l.	6	46 17
269a	Tenn.	19020	Wartrace, Shelbyville.	Nashville, Chattanooga and St. Louis Rwy.	8.36	253	18	no apt.	15	46 17
270	Ill	23056	Geneva, Aurora	Chicago and Northwestern Rwy.	10.62	251	20	no apt.	30	46 17
271	Miss	18015	Artesia, Starkville.	Mobile and Ohio R. R.	11.60	351	11	in b. c.	7	46 17
272	Mich.	24025	Saginaw Junction (n.o.), East Saginaw.	Port Huron and Northwestern Rwy.	78.85	248	25.5	9.6 by 6, f. f.	12	46 17
272a	Ky	20021	Harrodsburgh, Harrodsburgh Junction.	Southwestern R. R.	5.44	249	15	no apt.	18	46 17
273	Ohio	21063	Bellaire, Zanesville.	Bellaire, Zanesville and Cincinnati Rwy.	112.57	243	15	12 by 7.8, f. f., s. l.	8.29	45 13
274	Mich.	24007	Kalamazoo, South Haven.	Michigan Central R. R.	40.18	241	12.39	apt., 12.7 by 6.6, f. f., s. l.	12	45 32
275	Mich.	24064	Pontiac, Caseville.	Pontiac, Oxford and Port Austin R. R.	100.73	241	20	9 by 7, s. l.	6	45 32
276	Mich.	24036	Trenton, Fayette.	Lake Shore and Michigan Southern Rwy.	68.40	240	20.8	10.4 by 6.8, (av.), s. l.	7.57	45 32
277	Ohio	21046	Painesville, Youngstown.	Painesville and Youngstown R. R.	62.43	239	18	apt., 12 by 6, f. f., s. l.	6	45 32
278	Ohio	21066	Hillsboro', Sardinia.	Columbus and Mayaville R. R.	19.56	239	10	no apt.	6	45 32
279	Ohio	21027	Xenia, Springfield.	Pittsburgh, Cincinnati and St. Louis Rwy.	19.99	238	25	no apt.	21	45 32
280	Ga	15023	Brunswick, Albany.	Brunswick and Western R. R.	171.73	238	21	apt., 14.6 by 8.7, f. f., s. l.	7	45 32
281	Mo	28053	North Springfield, Chadwick.	St. Louis and San Francisco Rwy.	34.79	237	10	no apt.	7	45 32
282	Ga	15037	Augusta, Greenwood.	Augusta and Knoxville R. R.	68.30	235	14	apt., 10.3 by 6.10, f. f., s. l.	13	44 46
283	Mich.	24060	Port Huron, Almont.	Port Huron and Northwestern Rwy.	34.52	235	20.7	no apt.	12	44 46
284	Miss	18007	Muldon, Aberdeen.	Mobile and Ohio R. R.	9.50	230	13	in b. c.	7	44 46
285	Ohio	21079	Solon, Chagrin Falls.	Chagrin Falls and Southern R. R.	6.08	228	10	no apt.	18	44 46
286	Ala	17016	Opelika, Goodwater.	Columbus and Western Rwy.	60.15	228	13	apt., 15 by 9, f. f., s. l.	6	44 46
287	S. C	14011	Spartanburgh, Hendersonville.	Asheville and Spartanburgh R. R.	50.75	225	15	7.2 by 6, f. f., s. l.	6	44 46
288	Ohio	21044	Harbor, Youngstown.	Pennsylvania Co.	63.10	224	27	19.6 by 8.4 (av.), f. f., s. l.	7.01	44 46
289	Ind	22030	Terre Haute, Worthington.	Terre Haute and Southeastern R. R.	40.98	224	16	11.5 by 6.10, f. f., s. l.	6	44 46

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
44 48			3,591 39		5,285 84		July 1, '84	Weighed from Mar. 19, 1884.
42 75			2,839 74		2,126 81		July 1, '84	Do.
43 61			2,368 43		2,208 84		July 1, '84	3.70 m. ext. from July 23, 1883. Weighed from Mar. 19, 1884.
42 75			4,987 28		4,630 67		July 1, '84	.30 m. decrease. Weighed from Mar. 19, 1884.
42 75			1,468 20		841 32		July 1, '84	.20 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,935 48		2,718 04		July 1, '84	2.03 m. decrease. Weighed from Mar. 19, 1884.
42 75			385 98		357 81		July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
42 75			490 32		166 29		Nov. 15, '83	6.73 m. ext. Weighed from Apr. 16, 1884.
42 75			535 57		495 90		July 1, '84	Weighed from Mar. 19, 1884.
48 74			3,640 50		3,843 15		July 1, '84	Do.
42 75			251 16		240 25		July 1, '84	.18 m. decrease. Weighed from Mar. 19, 1884.
42 75			5,101 67		1,838 25		July 1, '84	16.95 m. from Oct. 1, 1883; 52.62 m. from Dec. 15, 1883. Weighed from May 1, 1884.
43 61			1,820 95		1,752 24		July 1, '84	Weighed from Mar. 19, 1884.
			4,565 04				July 1, '84	New. Weighed from Mar. 19, 1884.
42 75			3,099 88		2,924 10		July 1, '84	Weighed from Mar. 19, 1884.
42 75			2,829 32		2,637 24		July 1, '84	.74 m. increase. Weighed from Mar. 19, 1884.
42 75			887 81		837 47		July 1, '84	Weighed from Mar. 19, 1884.
42 75			905 94		837 13		July 1, '84	.06 m. decrease. Weighed from Mar. 19, 1884.
38 48			7,782 80		6,623 56		July 1, '84	.66 m. decrease. Weighed from Mar. 19, 1884.
42 75			1,576 68		1,205 55		Apr. 16, '84	6.81 m. from July 16, 1883. Weighed from Apr. 16, 1884.
42 75			3,036 61		2,919 82		July 1, '84	Do.
43 61			1,534 75		1,505 42		July 1, '84	Do.
42 75			423 37		406 12		July 1, '84	Weighed from Mar. 19, 1884.
43 61			270 31		255 55		July 1, '84	.22 m. increase. Weighed from Mar. 19, 1884.
48 74			2,674 26		2,940 97		July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,256 84		2,190 93		July 1, '84	.50 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,805 42		2,783 86		July 1, '84	.85 m. decrease. Weighed from Mar. 19, 1884.
43 61			1,821 97		1,771 87		July 1, '84	.35 m. increase. Weighed from Mar. 19, 1884.

H. — Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
290	Iowa..	27084	Des Moines, Leon.	Des Moines, Osceola and Southern R. R.	92.12	223 18		no apt .....	6	43 61
291	Miss..	18008	Middleton, Ripley.	Ship Island, Ripley and Kentucky R. R.	25.12	221 15		in b. c .....	7	43 61
292	Ga....	15030	Marietta, Ellijay.	Marietta and North Georgia R. R.	67.76	219 12		apt., 14 by 6.10, 1 l.	6	43 61
293	Colo....	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande Rwy.	5.40	219 20		no apt .....	14	43 61
294	S. C....	14012	Newberry C. H., Laurens	Laurens Rwy....	31.78	218 10		in b. c .....	6	43 61
295	Ga....	15022	Griffin, Carrollton.	Savannah, Griffin and North Ala. R. R.	60.37	215 16		9.4 by 5.10, f. f., s. l.	6	43 61
296	Mich..	24019	Toledo, Allegan.	Michigan and Ohio R. R.	156.92	214 23.58		15.2 by 7.3, s. l.	6.67	43 61
297	Ohio..	21035	Youngstown, Mahoningtown.	Pennsylvania Co.	18.40	211 27		15 by 9, f. f., s. l.	9	42 75
298	Ga....	15036	Dupont, Brantford.	Savannah Florida and Western Rwy.	72.62	196 20		17.6 by 9.1, f. f., s. l.	20	42 75
299	W. Va..	12011	Weston, Buckhannon.	Weston and Buckhannon R. R.	16.29	186 12		no apt .....	12	42 75
300	Iowa..	27056	Des Moines, Cedar Falls.	Wisconsin, Iowa and Nebraska Rwy.	107.40	183 21		15.6 by 8.9, s. l.	6	42 75
301	Conn..	5002	Stamford, New Canaan.	Stamford and New Canaan R. R.	8.89	164 9		in b. c .....	12	42 75
302	Mich..	24061	Palm Station, Sand Beach.	Port Huron and Northwestern Rwy.	18.83	163 20.3		no apt .....	12	42 75
303	S. C....	14018	Kingsville, Camden.	South Carolina Rwy.	39.28	163 15		in b. c .....	12	42 75
304	Ohio..	21091	Toledo, Findlay.	Toledo and Indianapolis Rwy.	44.72	161 20		no apt .....	6	42 75
305	Ohio..	21054	Dayton, Iron- ton.	Toledo, Cincinnati and St. Louis R. R.	169.19	160 20		apt., 12 by 5.8, f. f., s. l.	6	42 75
306	Nebr..	34023	Kenesaw, Holdrege.	Nebraska and Colorado R. R.	40.32	159 11		no apt .....		42 75
307	Ga....	15043	Belton, Tallulah	Northeastern R. R. Co. of Ga.	21.23	153 20		10.2 by 7.2, f. f., s. l.	6	42 75
308	Miss..	18017	Durant, Lexington.	Illinois Central R. R.	13.16	149 12½		in b. c .....	6	42 75
309	S. C....	14020	Lanes, Georgetown.	Georgetown and Lanes R. R.	39.20	148 20		in b. c .....	7	42 75
310	Mich..	24050	Buchanan, Berrien Springs.	St. Joseph's Valley R. R.	11.07	147 15		no apt .....	12	42 75
311	N. J....	7058	Two Bridge Junction (n. o.), Stroudsburg.	New York, Susquehanna and Western R. R.	47.85	143 25		apt., 13.4 by 6.9, 1 l.	6	42 75
312	Fla....	18009	Hart's Road, Jacksonville.	Fernandina and Jacksonville R. R.	23.27	141 22½		in b. c .....	13	42 75
313	Ga....	15034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern R. R.	52.27	138 12		no apt .....	6	42 75
314	Mich..	24063	Lawton, Hartford.	Paw Paw and Toledo and South Haven R. R.	20.21	136 7.87		no apt .....	10.92	42 75
315	W. Va..	12012	Grafton, Philippi.	Grafton and Greenbrier R. R.	24	133 12		no apt .....	6	42 75

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
..... 42 75	.....	.....	4,017 85	.....	3,690 18	.....	July 1, '84	Dec. 10, 1883, on 5.80 m. ext. Weighed from Apr. 16, 1884.
..... 42 75	.....	.....	1,095 48	.....	1,072 50	.....	July 1, '84	.03 m. increase. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,955 01	.....	2,012 23	.....	July 1, '84	.07 m. decrease. 20.76 m. from Sept. 1, 1883. Weighed from Mar. 19, 1884.
.....	.....	.....	235 49	.....	.....	.....	Aug. 15, '83	New. Weighed from Aug. 15, 1883.
..... 42 75	.....	.....	1,385 92	.....	1,365 00	.....	July 1, '84	.15 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75	.....	.....	2,632 73	.....	2,570 13	.....	July 1, '84	.25 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	6,112 94	.....	.....	.....	Mar. 20, '84	23.72 m. pay same as additional train on route 24020. New. Weighed from May 1, 1884.
..... 53 01	.....	.....	786 60	.....	997 68	.....	July 1, '84	.42 m. decrease. Weighed from Mar. 19, 1884.
..... 135 96	.....	.....	3,104 50	.....	7,650 05	.....	July 1, '84	.17 m. increase. 23.60 m. from Jan. 22, 1883. Weighed from Mar. 19, 1884.
.....	.....	.....	696 39	.....	.....	.....	Dec. 10, '83	New. Weighed from July 23, 1884.
.....	.....	.....	4,143 75	.....	.....	.....	.....	96.93 m. from Feb. 25, 1884. Weighed from Apr. 16, 1884.
.....	.....	.....	380 04	.....	.....	.....	Aug. 20, '83	Ext. Hudson to Cedar Falls not weighed. New. Weighed from Aug. 20, 1883.
..... 70 11	.....	.....	804 98	.....	1,321 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 54 72	.....	.....	1,679 22	.....	2,135 72	.....	July 1, '84	.25 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	1,911 78	.....	.....	.....	June 4, '83	New. Weighed from Mar. 19, 1884.
..... 47 88	.....	.....	7,232 87	.....	5,618 23	.....	June 1, '84	1.28 m. increase. 50.57 m. from Nov. 5, 1883. Weighed from Mar. 19, 1884.
.....	.....	.....	1,723 68	.....	.....	.....	Feb. 20, '84	New. Weighed from Apr. 16, 1884.
.....	.....	.....	1,087 58	.....	.....	.....	Aug. 15, '82	.02 m. decrease. New. Weighed from Mar. 19, 1884.
.....	.....	.....	562 59	.....	.....	.....	Aug. 6, '83	New. Weighed from Mar. 19, 1884.
.....	.....	.....	1,675 80	.....	.....	.....	Jan. 24, '84	Do.
..... 44 46	.....	.....	473 24	.....	492 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	2,045 58	.....	.....	.....	July 23, '83	New. Weighed from Nov. 15, 1883.
..... 66 69	.....	.....	994 79	.....	1,551 87	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	2,234 54	.....	.....	.....	May 1, '84	New. Weighed from June 4, 1884.
.....	.....	.....	893 97	.....	.....	.....	July 1, '84	New. Weighed from Mar. 19, 1884.
.....	.....	.....	1,026 00	.....	.....	.....	Mar. 17, '84	New. Weighed from Aug. 12, 1884.



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mail, whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
316	Mo....	28035	Neelysville, Doniphan.	St. Louis, Iron Mountain and Southern Rwy.	Miles. 20.09	Lbs. 131.8		Feet and inches. no apt.....	6	Dollars. 42.75
317	Miss..	18016	Meridian, Ellisville.	New Orleans and Northeastern R. R.	65.08	131.28		in b. c.; no clerk.	6	42.75
318	Wis....	25055	Brandon, Markesan.	Chicago, Milwaukee and St. Paul Rwy.	11.78	130.17		no apt.....	6	42.75
319	Mo....	28055	Clinton, Brownington.	Kansas City and Southern Rwy.	11.55	123.18		no apt.....	6	42.75
320	Pa....	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co.	32.18	120.27		in b. c.....	8.36	42.75
321	Iowa...	27091	New Sharon, Newton.	Central Iowa Rwy.	33.66	120.12		no apt.....	7.10	42.75
322	Mo....	28043	Summitville, Bonne Terre.	St. Joe and Desloge Rwy.	13.20	120.15		no apt.....	18	42.75
323	Pa....	8048	West Chester, Phoenixville.	Pennsylvania R. R.	18.42	118.24		no apt.....	18.94	42.75
324	Ga....	15034	Monroe, Social Circle.	Gainesville, Jefferson and Southern R. R.	10.72	117.17		in b. c.....	12	42.75
325	Pa....	8126	Bowmandale, Shippensburg.	Harrisburg and Potomac R. R.	32.45	106.20		in b. c.....	16.65	42.75
326	Wis....	25054	Trempealeau, Galeville.	Chicago and Northwestern Rwy.	8.23	116.20		no apt.....	12	42.75
327	N. H. .	1022	Plymouth, North Woodstock.	Boston, Concord and Montreal R. R.	21.06	115.16		in b. c.....	13.98	42.75
328	N. Y. .	6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre R. R.	5.42	113.12		in b. c.....	18	42.75
329	N. Y. .	6126	Buffalo (Erie St.), Black Rock (N. Y. C.), station (n. o.).	Grand Trunk Rwy.	4.59	113.18		apt. 25 by 6.10, 1 line.	6	42.75
330	Dak....	35014	Brookings, Watertown.	Chicago and Northwestern Rwy.	48.24	109.23		no apt.....	6	42.75
331	Nebr..	34024	Chester, Hebron.	Nebraska and Colorado R. R.	11.83	107.12½		no apt.....	12	42.75
332	Ala....	17028	East and West Junction (n. o.), Broken Arrow.	East and west R. R. of Ala.	41.75	106.15		no apt.....	6	42.75
333	Ind....	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Rwy.	8.39	105.12		no apt.....	6	42.75
334	Nebr..	34022	Wakefield, Hartington.	Chicago, St. Paul, Minn. and Omaha Rwy.	33.80	100.15		no clerk.....	6	42.75
335	Ky....	20031	Madisonville, Providence.	Louisville and Nashville R. R.	16.70	95.10		no apt.....	6	42.75
336	Tex....	31044	Jacksonville, Alto.	Kansas and Gulf Short Line R. R.	28.11	90.20		no apt.....	6	42.75
337	Colo...	38029	Boulder, Sunset.	Greely, Salt Lake and Pacific Rwy.	13.11	88.10		no apt.....	7	42.75
338	Iowa..	27088	Eldora Junction (n. o.), Eldora.	Chicago, Iowa and Dakota Rwy.	5.80	88.20		no apt.....	12	42.75
339	Ill....	23028	Junction, Mount City.	Mount City R. R.	2.94	86.6		no apt.....	6	42.75
340	N. J. .	7020	Pleasantville, Somers Point.	West Jersey R. R.	7.31	79.17		in b. c.....	6	42.75
341	Iowa..	27082	Winfield, Martinsburg.	Burlington and Western Rwy.	47.70	78.12.75		no apt.....	6	42.75

States and Territories in which the contract term expired June 30, 1884, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
			858 84				July 2, '83	New. Weighed from Apr. 16, 1884.
			2,770 02				May 21, '84	36.34 m. from May 1, 1883; 28.69 m. from May 21, 1883. Weighed from Nov. 1, 1884. New.
			508 59				July 1, '83	New. Weighed from Mar. 19, 1884.
			498 76				Mar. 15, '84	New. Weighed from Apr. 16, 1884.
64 13			1,375 69		832 40		Aug. 14, '84	19.2 m. from Oct. 29, 1883. Weighed from Aug. 14, 1884.
			1,438 96				July 2, '83	New. Weighed from Apr. 16, 1884.
			564 38				July 2, '83	New. Weighed from Apr. 16, 1884.
38 46			787 45		274 74		May 1, '83	11.28 from Mar. 17, 1884. Weighed from May 5, 1884.
			456 28				June 1, '81	New. Weighed from Mar. 19, 1884.
34 20			1,387 23		862 86		Aug. 14, '84	7.22 m. from Feb. 1, 1884, extension. Weighed from Aug. 14, 1884.
			351 83				Apr. 23, '83	New. Weighed from Apr. 16, 1884.
			900 31				July 2, '83	New. Weighed from Sept. 4, 1883.
			231 70				July 2, '83	New. Weighed from Sept. 4, 1883.
			196 22				May 16, '83	New. Weighed from June 11, 1883.
			1,462 47				Dec. 10, '83	New. 3.4 m. from Feb. 1, 1883. Weighed from Apr. 16, 1884. 14.03 m. from Dec. 10, 1883.
			505 73				Feb. 20, '84	New. Weighed from Apr. 16, 1884.
			1,784 81				Nov. 1, '83	New. Weighed from Mar. 19, 1884.
			358 67				Dec. 20, '83	New. Weighed from Mar. 19, 1884.
			1,444 95				Dec. 15, '83	New. Weighed from Apr. 16, 1884.
42 75			713 92		705 80		July 1, '84	.19 m. increase. Weighed from May 10, 1884.
			514 28				Oct. 15, '83	16.08 m. from Mar. 12, 1883; 12.03 m. from Oct. 15, 1883. Weighed from Apr. 16, 1884. New.
			560 45				Dec. 1, '83	3.78 m. from Dec. 1, 1883; 9.33 m. from Jan. 1, 1884. Weighed from Apr. 16, 1884. New.
			247 95				Mar. 15, '83	New. Weighed from Dec. 17, 1883.
			125 68				Aug. 1, '83	New. Weighed from March 19, 1883.
			312 50				June 13, '83	New. Weighed from Sept. 4, 1883.
			2,039 17				July 1, '83	From June 15, 1882, 22.59 m.; from Dec. 1, 1882, 25 m. ext.; from Jan. 1, 1883, 22.59 m.; from Apr. 10, 1883, 47.67 m. New. .03 m. increase. Weighed from July 25, 1883.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails which distance per day.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.				Feet and inches. in b. c . . . . .		Dollars.
367	W. Va.	12009	Sharon, Elkins.	West Virginia, Central and Pittsburgh Rwy.	21.63	21 11					6	42.75
368	Cal. . . .	46042	Mojave, Needles	Southern Pacific R. R.	240.46	237 23				apt. 1 line . . . .	7	36.25
369	Wis. . . .	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.64	68 20				no apt . . . . .	12	34.20
370	Fla . . . .	16013	Tallahassee, St. Marks.	Florida Central and Western R. R.	21.89	15 20				in b. c . . . . .	3	29.93
371	Minn. . . .	26050	Crookston, St. Hilaire.	St. Paul, Minn. and Manitoba Rwy.	28.73	29 14				no apt. . . . .	3	29.92
372	N. Y . . .	6125	Hopewell Junction, Hicopee Junction (n. o.).	New York and New England R. R.	11.19	20 28				6.6 by 8.10, 1 line.	6	.15
Total . . . . .												
Increase over former amount of pay by readjustment. . . . .												

*States and Territories in which the contract term expired June 30, 1884, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.			Amount of annual pay for transportation.		Former amount of annual pay for transportation.		Date of adjustment or readjustment.	Remarks.
Dolls.	Doll s	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.		
			605 34				Aug 1, '83	New. 7.47 m. from July 2, 1883; 14.16 m. from Aug. 1, 1884. Weighed from Apr. 16, 1884.
			5,792 75				Oct. 15, '83	80.66 m. from May 10, 1883. Weighed from Apr. 16, 1884; 159.80 m. from Oct. 15, 1883.
			158 68				Nov. 20, '83	New. Weighed from Apr. 16, 1884.
	29.92		655 16		654 94		July 1, '84	Weighed from Mar. 19, 1884.
			859 60				Sept. 15, '83	New. Weighed from Mar. 19, 1884.
			167 85				May 1, '83	Lap service. Weighed from Mar. 26, 1884.
			6,334,802 89		5,075,546 65			
			5,075,546 65					
			1,259,256 24					

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whole distance per day.		Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.				Feet and inches. in b. c . . . . .		Dollars.
367	W. Va.	12009	Sharon, Elkins	West Virginia, Central and Pittsburgh Rwy.	21.63	21 11					6	42.75
368	Cal. . . .	46042	Mojave, Needles	Southern Pacific R. R.	240.46	237 23				apt. 1 line . . . . .	7	36.25
369	Wis. . . .	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.64	68 20				no apt . . . . .	12	34.20
370	Fla . . . .	16013	Tallahassee, St. Marks.	Florida Central and Western R. R.	21.89	15 20				in b. c . . . . .	3	29.93
371	Minn. . . .	26050	Crookston, St. Hilaire.	St. Paul, Minn. and Manitoba Rwy.	28.73	29 14				no apt. . . . .	3	29.92
372	N. Y. . . .	6125	Hopewell Junction, Hicopee Junction (n. o.).	New York and New England R. R.	11.19	20 28				6.6 by 8.10, 1 line.	6	.15
Total . . . . .												
Increase over former amount of pay by readjustment. . . . .												

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No.
Eureka Springs Railway	219	20013	Lake Shore and Michigan Southern		
Evansville and Terre Haute R. R.	68	22012	Railway	170	24029
Fall Brooks Coal Co.	109a	8150	Do.	178	21062
Do.	320	8139	Do.	187	24005
Fernandina and Jacksonville R. R.	313	15034	Do.	237	24024
Florida Central and Western R. R.	176	16006	Do.	276	24036
Do.	370	16008	Litchfield, Carrollton and Western R. R.	362	23060
Do.	205	16002	Louisville and Nashville R. R.	22a	20004
Florida Southern Railway	241	18012	Do.	25a	20005
Do.	355	18017	Do.	25b	20017
Florida Transit R. R.	142	16011	Do.	85a	20015
Do.	172	18001	Do.	56b	19006
Flint and Pere Marquette R. R.	65	24015	Do.	109a	20007
Do.	110	24048	Do.	113a	20003
Do.	136	24045	Do.	114a	20025
Do.	258	24049	Do.	216a	20012
Fort Wayne, Cincinnati and Louisville R. R.	262	22042	Do.	237a	20011
Fremont, Elkhorn and Missouri Valley R. R.	121	34010	Do.	268a	20024
Gainesville, Jefferson and Southern R. R.	324	15034	Do.	825	20031
Do.	354	15045	Do.	360	23031
Do.	356	15045	Louisville, Evansville and Saint Louis		
Geneva, Ithaca and Sayre R. R.	328	6128	Railway	160	22048
Georgetown and Lanes R. R.	709	14020	Do.	184	22082
Georgia Pacific Railway	212	15042	Do.	239	22023
Georgia R. R.	62	15004	Do.	260	22034
Do.	156	15021	Louisville, New Albany and Chicago		
Do.	215	15007	Railway	130	22008
Grafton and Greenbrier R. R.	315	12012	Louisville, New Albany and Corydon		
Grand Rapids and Indiana R. R.	85	24018	Railway	323	22035
Do.	171	22021	Maryland Central R. R.	259	10024
Grand Trunk Railway	329	6126	Marietta and North Georgia R. R.	292	15030
Greely, Salt Lake and Pacific Railway	337	38029	Marquette, Houghton and Ontonagon R. R.	208	24040
Gulf, Colorado and Santa Fe Railway	153	31077	Memphis and Charleston R. R.	75	17005
Harrisburg and Potomac R. R.	325	8126	Michigan and Ohio R. R.	296	24019
Houston, East and West Texas Railway	223	31023	Michigan Central R. R.	26	24006
Indiana, Bloomington and Western Railway	61	22018	Do.	47	24035
Do.	112	21033	Do.	82	24010
Do.	124	21012	Do.	83	24013
Do.	185	25055	Do.	105	24009
Indiana, Illinois and Iowa R. R.	204	23082	Do.	143	24008
Indianapolis and Saint Louis Railway	103	22025	Do.	261	24014
Do.	115	22043	Do.	274	24007
Illinois Central R. R.	53	18001	Michigan Midland and Canada R. R.	263	24037
Do.	308	18017	Milford, Franklin and Providence R. R.	343	3075
Jacksonville, Saint Augustine and Halifax River Railway	202	16016	Milwaukee and Northern and Wisconsin and Michigan R. R.	101	25016
Jacksonville Southern Railway	249	23046	Do.		
Jacksonville, Tampa and Key West Railway	92	16018	Milwaukee, Lake Shore and Western	285	25050
Junction City and Kearney R. R.	167a	33015	Do.	366	25045
Kentucky Central R. R.	67a	20002	Mississippi and Tennessee R. R.	144	18002
Do.	154a	20015	Missouri Pacific Railway	100a	33040
Do.	187a	20032	Mobile and Girard R. R.	211	17008
Do.	255a	20000	Mobile and Ohio R. R.	139	18004
Kansas, Gulf and Short Line R. R.	336	31044	Do.	231	18014
Kansas City, Springfield and Memphis R. R.	162	28017	Do.	271	18056
Kansas City and Southern Railway	319	28055	Do.	284	18007
Lafayette Railway	294	14012	Monson R. R.	316	23
Lake Erie and Western Railway	186	21020	Mound City R. R.	339	33028
Lake Shore and Michigan Southern Railway	1	6052	Nashville, Chattanooga and Saint Louis Railway	51b	19004
Do.	2	6052	Do.	103a	19007
Do.	3	6052	Do.	206a	19001
Do.	4	6052	Do.	254a	19003
Do.	7	6052	Do.	269	19020
Do.	12	6052	Natchez, Jackson and Columbus R. R.	107	18010
Do.	14	21007	Nebraska and Colorado R. R.	306	34023
Do.	16	21045	Do.	331	34024
Do.	51	24001	New York and New England R. R.	372	6125
Do.	117	24043	New York, Chicago and Saint Louis Railway	175	21089
Do.	167	24002	New York, Pennsylvania and Ohio R. R.	55	21015
			Do.	81	21034
			Do.	248	21037
			Do.	342	21093

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
New York, Susquehanna and Western R. R.	311	7058	Saint Paul, Minneapolis and Manitoba Railway	44	26040
Do	359	7059	Do	59	25005
New York, Texas and Mexican Railway	180	31036	Do	64	26005
New Orleans and North Eastern R. R.	174	18016	Do	57	26004
Do	317	18016	Do	88	26006
Northeastern R. R.	34	14005	Do	173	26039
Northeastern R. R. of Ga.	307	15043	Do	200	35003
Northern Pacific R. R.	106	26001	Do	363	26049
Ohio and Mississippi Railway	24	22010	Do	371	26050
Do	57	22019	Savannah, Florida and Western Railway	36	15009
Ohio Central R. R.	189	21068	Do	123	15018
Ohio Southern R. R.	266	21058	Do	126	15044
Omaha and Republican Valley R. R.	257	34015	Do	138	15031
Omaha and Southwestern R. R.	66	34004	Do	298	15036
Oregon and California R. R.	70	44001	Savannah, Griffin and North Alabama R. R.	295	15022
Do	91	44001	Scioto Valley Railway	84	21051
Oregon Railway and Navigation Company	41	44005	Shenango and Alleghany R. R.	233a	8051
Do	77	44005	Do	347	8152
Do	361	43010	Ship Island, Ripley and Kentucky R. R.	291	18008
Owensboro' and Nashville R. R.	200a	20014	Silver City, Deming and Pacific R. R.	250	39006
Do	266	21055	South and North Alabama R. R.	96	14004
Painesville and Youngstown R. R.	277	21046	South Carolina Railway	104	14003
Paw Paw, Toledo and South Haven R. R.	314	24063	Do	151	14017
Pensacola and Atlantic R. R.	169	10015	Do	353	14018
Pennsylvania Company	18	21002	Southern Pacific R. R.	368	46042
Do	33	21006	South Florida R. R.	206	16007
Do	49	21003	Southwestern R. R.	125	15016
Do	63	22007	Do	183	15011
Do	149	22016	Do	188	15039
Do	165	22001	Do	272a	20021
Do	197	21008	Stamford and New Canaan R. R.	301	5002
Do	210	21043	Stony Cove and Catskill Mountain R. R.	255	6118
Do	248	21044	Terre Haute and Indianapolis R. R.	10	22002
Do	297	21035	Do	11	22044
Do	323	8048	Terre Haute and Southeastern R. R.	289	22030
Do	364	8151	Toledo, Ann Arbor and Grand Trunk Railway	232	24020
Philadelphia and Reading R. R.	353	8153	Toledo, Cincinnati and Saint Louis R. R.	194	21061
Pittsburgh and Lake Erie R. R.	56a	8123	Do	268	21065
Pittsburgh and Western R. R.	195a	8086	Do	305	21054
Pittsburgh, Cincinnati and Saint Louis Railway	5	21032	Toledo and Indianapolis Railway	304	21091
Do	21	21014	Traverse City R. R.	195	24034
Do	97	22014	Union Pacific Railway	74	41003
Do	113	21011	Valley Railway	161	21073
Do	117a	8055	Vicksburg and Meridian R. R.	100	18003
Do	154	21029	Wabash, Saint Louis and Pacific Railway	28	21019
Do	158	12005	Do	134	22004
Do	191	22017	Do	155	28012
Do	279	21027	Do	192	22027
Pontiac, Oxford and Port Austin R. R.	275	24064	Do	217	23029
Port Huron and Northwestern Railway	182	24042	Do	256	23063
Do	272	24025	Warner Iron Company	357	19023
Do	283	24060	Western and Atlantic R. R.	35	15002
Do	302	24061	West Jersey R. R.	340	7020
Portland and Ogdensburg R. R.	120	10	Do	351	7060
Port Royal and Augusta R. R.	229	14010	Weston and Buckannon R. R.	299	12011
Richmond and Danville R. R.	30	15001	West Virginia Central and Pittsburgh Railway	367	12009
Republican Valley R. R.	245	34019	Wheeling and Lake Erie R. R.	203	21080
Rochester and Pittsburgh R. R.	242	6127	White Water R. R.	216	21031
Do	253	6130	Wilmington, Columbia and Augusta R. R.	40	14002
Rome R. R.	238	15008	Wisconsin Central R. R.	93	25017
Saginaw Valley and Saint Louis R. R.	184	24034	Do	127	25017
Saint Joe and Delege Railway	322	28043	Do	128	21030
Saint John's and Lake Eustis Railway	267	16008	Do	129	26036
Saint Joseph's Valley R. R.	310	24050	Wisconsin, Iowa and Nebraska Railway	300	27056
Saint Louis and San Francisco Railway	281	28053	Do	348	25056
Saint Louis, Fort Scott and Wichita R. R.	242a	33036	Wisconsin, Pittsville and Superior Railroad	256a	8092
Saint Louis, Iron Mountain and Southern Railway	316	28035	York and Peach Bottom Railway		
Saint Paul and Duluth R. R.	349	26051			

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, and the increase or decrease of 1884 as compared with 1883, and the reasons therefor.

Number of route.	State.	Terminal.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	num.	Pay per mile.		
5 Me	Me	Portland and Skowhegan	Maine Central R. R.	Miles 102.56	Dollars 1,601.88	Dollars 15.62	Miles 102.56	Dollars 1,601.88	Dollars 15.62		
6 Me	Me	Portland and Bangor	do	137.72	13,772.00	100.00	137.72	13,772.00	100.00		
12 Me	Me	Bangor and Vassalboro'gh	do	114.62	4,275.75	37.50	114.62	4,275.75	37.50		
1001 N. H.	N. H.	Concord and Nashua	Concord R. R. Corporation	38.28	1,431.20	40.00	38.28	1,431.20	40.00		
1003 N. H.	N. H.	Concord and Wells River	Concord, Concord and Montreal R. R.	94.01	880.87	9.37	94.01	880.87	9.37		
1008 N. H.	N. H.	Concord and White River Junction.	Northern R. R.	60.64	2,828.77	40.62	60.64	2,828.77	40.62		
2001 Vt.	Vt.	Burlington and Rouse's Point.	Central Vermont R. R.	57.10			57.10				
Part.	Vt.	Essex Junction and Saint Albans.	do	24.50		50.00	24.50		50.00		
Part.	Vt.	Burlington and Saint Albans.	do	32.50	1,570.15	10.62	32.50	1,570.15	10.62		
2002 Vt.	Vt.	Windsor and Essex Junction.	do	110.13			110.13				
Part.	Vt.	White River Junction and Essex Junction.	do	96.00		50.00	96.00		50.00		
Part.	Vt.	Windsor and White River Junction.	do	14.13	4,976.62	12.50	14.13	4,976.62	12.50		
2003 Vt.	Vt.	Bellevue Falls and Burlington	do	120.39			120.39				
Part.	Vt.	Rutland and Burlington	do	67.20	713.66	10.62	67.20	713.66	10.62		
2004 Vt.	Vt.	Bellevue Falls and Windsor	Sullivan County R. R.	24.32	329.00	12.50	24.32	329.00	12.50		
2005 Vt.	Vt.	Bellevue Falls and Wells River	Vermont Valley R. R. Co. of 1871.	24.02	300.25	12.50	24.02	300.25	12.50		
2010 Vt.	Vt.	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	115.02			115.02				
Part.	Vt.	White River Junction and Newport.	do	105.30	1,928.23	12.50	105.30	1,928.23	12.50		
Part.	Vt.	Wells River and Newport.	do	65.10		9.37	65.10		9.37		
2015 Vt.	Vt.	Rutland and Bennington	Bennington and Rutland R. R.	57.60			57.60				
Part.	Vt.	Rutland and North Bennington	do	52.50	557.55	10.62	52.50	557.55	10.62		
2018 Vt.	Vt.	North Bennington and State Line (n. o.).	do	1.99			1.99				
Part.	Vt.	North Bennington Station (n. o.) and State Line (n. o.).	do	1.85	19.64	10.62	1.85	19.64	10.62		



I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
3001	Mass.	Boston and Portland	Eastern R. R.	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00		
3011	Mass.	do.	Boston and Maine R. R.	116.33	31 25	31 25	116.33	31 25	31 25		
Part.	Mass.	Boston and Wakefield Junction (n. o.).	do.	9.50	3,730 31	10 00	9.50	3,730 31	41 25		
3014	Mass.	Wakefield Junction (n. o.) and Portland.	do.				103.83		31 25		
3016	Mass.	Wakefield Junction (n. o.) and Newburyport.	do.	30.80	308 00	10 00	30.80	308 00	10 00		
3021	Mass.	Boston and Lowell R. R. Corporation.	Boston and Lowell R. R. Corporation.	26.02	1,301 00	50 00	26.02	1,301 00	50 00		
3022	Mass.	Boston and Greenfield	Fitchburg R. R.	105.71	1,982 06	18 75	105.71	1,982 06	18 75		
3023	Mass.	Greenfield and North Adams	do.	37.12	696 00	18 75	37.12	696 00	18 75		
3025	Mass.	Boston and Albany	Boston and Albany R. R.	202.06			202.06				
Part.	Mass.	Boston and Springfield	do.		25,228 07	185 00		25,228 07	185 00		
Part.	Mass.	Boston and Springfield	do.	98.63		67 50	98.63		67 50		
3029	Mass.	Springfield and North Adams	do.	103.43	211 80	10 00	103.43	211 80	10 00		
3035	Mass.	Pittsfield and North Adams	do.	21.18	211 80	77 00	21.18	211 80	77 00		
3036	Mass.	Boston and Providence	Boston and Providence R. R.	44.19	3,402 63	77 00	44.19	3,402 63	77 00		
3038	Mass.	Boston and South Braintree	Old Colony R. R.	11.36	142 00	12 50	11.36	142 00	12 50		
3039	Mass.	South Braintree Junction (n. o.) and Newport.	do.	61.25			61.25				
Part.	Mass.	South Braintree Junction (n. o.) and Middleborough.	do.	23.09	288 62	12 50	23.09	288 62	12 50		
3041	Mass.	Middleborough and Provincetown.	do.	86.30	1,078 75	12 50	86.30	1,078 75	12 50		
3062	Mass.	Miller's Falls and Brattleborough.	Central Vermont R. R.	21.39			21.39				
Part.	Mass.	South Vernon Junction (n. o.) and Brattleborough.	do.	10.28	128 50	12 50	10.28	128 50	12 50		
3067	Mass.	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	52.94	661 75	12 50	52.94	661 75	12 50		
3073	Mass.	Lowell and Nashua	Boston and Lowell R. R. Corporation.	14.77	738 50	50 00	14.77	738 50	50 00		
4002	R. I.	Providence and Groton	New York, Providence and Boston R. R.	62.10	3,105 00	50 00	62.10	3,105 00	50 00		

	Conn	New Haven and New London	New York, New Haven and Hartford R. R.	51.71	3,878 25	75 00	51.71	3,878 25	75 00	
5004	Conn	New Haven and New London	Hartford R. R.	135.59			135.59			
5005	Conn	New York and Springfield	do	73.23			73.23			
5006	Conn	New York and New Haven	do	62.36			62.36			
5015	Conn	New Haven and Springfield	Hartford and Connecticut Valley R. R.	23.025 28			23.025 28			288 00
6001	N. Y.	Hartford and Saybrook Point	New York, Lake Erie and Western R. R.	459.55			459.55			
Part	N. Y.	New York and Dunkirk	do	312.00			312.00			
Part	N. Y.	New York and Hornellsville	do	127.55			127.55			
6011	N. Y.	Hornellsville and Dunkirk	New York Central and Hudson River R. R.	442.00			442.00			
Part	N. Y.	New York and Buffalo	do	289.50			289.50			
6013	N. Y.	Syracuse and Buffalo	do	152.50			152.50			
6052	N. Y.	Syracuse and Rochester	Lake Shore and Michigan Southern Rwy.	104.00			104.00			
Part	N. Y.	Buffalo and Chicago	do	540.28			540.28			
Part	N. Y.	Buffalo and Cleveland	do	183.76			183.76			
Part	N. Y.	Cleveland and Elyria	do	25.50			25.50			
Part	N. Y.	Elyria and Millbury	do	315.92			315.92			
Part	N. Y.	Millbury and Toledo	do	79.30			79.30			
Part	N. Y.	Toledo and Elkhart	do	8.00			8.00			
Part	N. Y.	Elkhart and Chicago	do	142.73			142.73			
6067	N. Y.	Troy and North Adams	Troy and Boston R. R.	101.02			101.02			
6116	N. Y.	North Adams Junction (n. o.)	do	48.46			48.46			
7004	N. J.	New York and Philadelphia	Pennsylvania R. R.	5.50			5.50			
8001	Pa.	Philadelphia and Pottsville	do	89.54			89.54			
8013	Pa.	Pottsville and Herndon	Philadelphia and Reading R. R.	353.00			353.00			
Part	Pa.	Pottsville and Shamokin	do	81.03			81.03			
8022	Pa.	Sunbury and Erie	Pennsylvania R. R.	60.00			60.00			
Part	Pa.	Sunbury and Williamsport	do	288.49			288.49			
10001	Md.	Baltimore and Philadelphia	Philadelphia, Wilmington and Baltimore R. R.	39.81			39.81			
10002	Md.	Baltimore and Sunbury	do	96.00			96.00			
10003	Md.	Baltimore and Wheeling	Northern Central Rwy.	137.80			137.80			
Part	Md.	Baltimore and Grafton	Baltimore and Ohio R. R.	394.30			394.30			
Part	Md.	Grafton and Dells	do	293.75			293.75			
10006	Md.	Baltimore and Williamsport	do	96.96			96.96			
Part	Md.	Baltimore and Hagerstown	Western Maryland R. R.	93.20			93.20			
10013	Md.	Bay View (n. o.) and Washington	Baltimore and Potomac R. R.	86.60			86.60			
11001	Va.	Washington and Richmond	do	45.20			45.20			
11002	Va.	Alexandria and Lynchburg	Richmond, Fredericksburg and Potomac R. R.	116.00			116.00			
11006	Va.	Richmond and Danville	Virginia Midland Rwy.	167.71			167.71			
	Va.	Danville and Charlotte	do	141.74			141.74			

a Established July 2, 1883.  
b 60 feet R. P. O. substituted for a line of 50-foot R. P.  
c Additional line of 50 feet R. P. O. established October 4, 1883, and changes in running of the R. P. O. between Elyria and Millbury.  
d Additional line of 60 feet R. P. O. established September 1, 1883.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
				Miles.	Dollars.	Dollars.	Miles.	Dollars.	Dollars.		
11008	Va....	Richmond and Petersburg.....	Richmond and Petersburg R. R.	23.39	1,871 20	80 00	23.39	1,871 20	80 00		
11009	Va....	Petersburgh and Weldon.....	Petersburgh R. R.	65.31	5,224 80	80 00	65.31	5,224 80	80 00		
11013	Va....	(Lynchburgh and Roanoke.....)	{ Norfolk and Western R. R. ....	53.36	8,942 00	25 00	53.36	8,942 00	25 00		
11016	Va....	Roanoke and Bristol.....	{ Virginia Midland Rwy.....	152.16	5,307 20	80 00	152.16	5,307 20	80 00		
		Lynchburgh and Danville Junction (n. o.).....		66.34			66.34				
11018	Va....	Washington and Alexandria.....	Alexandria and Washington R. R.	7.00	175 00	25 00	7.00	175 00	25 00		
11021	Va....	Hagerstown and Roanoke.....	Shenandoah Valley R. R. ....	236.41	5,910 25	25 00	236.41	5,997 25	25 00	87 00	
12002	W. Va.	Grafton and Parkersburgh.....	Baltimore and Ohio R. R. ....	104.50	8,360 00	80 00	104.50	8,360 00	80 00		
13002	N. C.	Weldon and Wilmington.....	Wilmington and Weldon R. R. R.	162.07	12,965 60	80 00	162.07	12,965 60	80 00		
14002	S. C.	Florence and Wilmington.....	Wilmington, Columbia and Augusta R. R.	110.00	8,800 00	80 00	110.00	8,800 00	80 00		
14004	S. C.	Charleston and Savannah.....	Charleston and Savannah Rwy	115.00	5,750 00	50 00	115.00	7,475 00	65 00	1,725 00	
14005	S. C.	Charleston and Florence.....	Northeastern R. R. ....	102.00	5,100 00	50 00	102.00	5,100 00	50 00		
15001	Ga....	Atlanta and Air Line Junction (n. o.).....	Richmond and Danville R. R. ....	269.33	21,546 40	80 00	269.33	21,546 40	80 00		
15002	Ga....	Atlanta and Chattanooga.....	Western and Atlantic R. R. ....	138.47	12,462 30	90 00	138.47	12,462 30	90 00		
15003	Ga....	Atlanta and West Point.....	Atlanta and West Point R. R. ....	86.60	4,330 00	50 00	86.60	4,330 00	50 00		
15004	Ga....	Augusta and Atlanta.....	Georgia R. R. and Banking Co.	172.59	4,314 75	25 00	172.59	4,314 75	25 00		
15009	Ga....	Savannah and Jacksonville.....	Savannah, Florida and Western Rwy.	172.75	8,637 50	50 00	172.75	11,228 75	65 00	2,591 25	
17001	Ala....	Montgomery and West Point.....	Western R. Co. of Ala.	88.00	4,400 00	50 00	88.21	4,210 50	50 00		89 50
17012	Ala....	Mobile and Montgomery.....	Louisville and Nashville R. R.	179.67	8,983 50	50 00	179.67	8,983 50	50 00		
17013	Ala....	Mobile and New Orleans.....	do	141.70	7,085 00	50 00	141.70	7,085 00	50 00		
		(Canton and Cairo.....)	Chicago, Saint Louis and New Orleans R. R.	344.27	8,606 75	25 00					
18001d	Miss..	New Orleans and Cairo.....	do				550.47	13,761 75	25 00	5,155 00	
19002	Tenn.	Bristol and Chattanooga.....	East Tennessee, Virginia and Georgia R. R.	242.10	12,105 00	50 00	242.10	12,105 00	50 00		
19004	Tenn.	Nashville and Chattanooga.....	Nashville, Chattanooga and Saint Louis Rwy.	151.00	1,887 50	12 50	151.00	1,887 50	12 50		
20004	Ky....	Cincinnati and Louisville.....	Louisville and Nashville R. R.	110.90	6,522 00	60 00	110.00	6,522 00	60 00		
20005	Ky....	Louisville and Nashville.....	do	185.23	11,113 80	60 00	185.23	11,113 80	60 00		

Year	Route	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982	1981	1980	1979	1978	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602
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## REPORT OF THE POSTMASTER-GENERAL.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mille.	Length of route.	Pay per annum.	Pay per mille.		
25009	Wis.	Chicago and Green Bay <i>a</i>	Chicago and Northwestern Rwy.	Miles. 242.50	Dollars. 12,220 00	Dollars. 80 00	Miles. 242.70	Dollars. 12,216 00	Dollars. 80 00	Dollars. 4 00	
Part.	Wis.	Chicago and Harvard	do	63 00		80 00	62.70		80 00		
25010	Wis.	Harvard and Green Bay	do	179.50		40 00	180.00		40 00		
	Wis.	Caledonia and Winona Junction	do	190.02	7,600 80	40 00	189.52	7,580 80	40 00	20 00	
25011	Wis.	(in <i>a</i> ) <i>b</i>	do								
25012	Wis.	Kenosha and Rockford <i>b</i>	do	72.50		40 00	72.40		40 00		
25013	Wis.	Harvard and Caledonia	do	16.00	640 00	40 00	14.80	592 00	40 00	48 00	
25014	Wis.	Winona and Winona Junction	do	30.83	1,233 20	40 00	29.82	1,192 80	40 00	40 40	
27005	Iowa.	Burlington and Union Pacific	Chicago, Burlington and Quincy R. R.	298.45	19,269 24	65 00	291.48	23,318 40	80 00	4,049 16	
27014	Iowa.	Transfer (in <i>a</i> ) <i>c</i>	Chicago, Rock Island and Pacific Rwy.	317.40			317.95				
Part.	Iowa.	Transfer (in <i>a</i> ) <i>d</i>	do	54.50	16,687 50	65 00	53.95	16,708 75	65 00	19 25	
Part.	Iowa.	Davenport and Iowa City	do	262.90		50 00	264.00		50 00		
28001	Mo.	Iowa City and Union Pacific	Missouri Pacific Rwy.	329.75			331.20				
Part.	Mo.	Transfer (in <i>a</i> )	do	282.00	30,587 50	100 00	283.45	30,732 50	100 00	145 00	
Part.	Mo.	Saint Louis and Atchison <i>e</i>	do	47.75		50 00	47.75		50 00		
28002	Mo.	Kansas City and Atchison	do	77.03	5,004 95	65 00	75.28	4,893 20	65 00	113 75	
	Mo.	Saint Louis and Bismarck <i>b</i>	Saint Louis, Iron Mountain and Southern Rwy.								
28003	Mo.	Saint Louis and Vinita <i>b</i>	Saint Louis and San Francisco Rwy.	364.25			360.81				
Part.	Mo.	Transfer (in <i>a</i> )	do	290.25	7,256 25	25 00	287.20	7,180 00	25 00	76 25	
28004	Mo.	Saint Louis and Pierce City	Wabash, Saint Louis and Pacific Rwy.				287.20	13,860 00	50 00	13,860 00	
28005	Mo.	Saint Louis and Kansas City <i>f</i>	Hannibal and Saint Joseph R. R.	207.15			207.70				
Part.	Mo.	Quincy and Saint Joseph <i>g</i>	do		4,275 25	25 00			25 00	4,300 25	
28010	Mo.	Quincy and Cameron	do	171.00			171.51	8,575 50	50 00		
28011	Mo.	Kansas City and Cameron <i>h</i>	do	55.78	1,394 50	25 00	54.98	2,749 00	50 00		
28014	Mo.	Sedalia and Deussion City <i>b</i>	Missouri Pacific Rwy.	434.51	10,862 75	25 00	431.48	10,798 50	25 00	76 25	
28014	Mo.	Hannibal and Sedalia <i>b</i>	do	142.85	3,571 34	25 00	142.63	3,565 75	25 00	5 59	
28020	Mo.	Pierce City and Halstead <i>b</i>	Saint Louis and San Francisco Rwy.	243.73	6,093 25	25 00	243.67	6,091 75	25 00	1 50	

No.	Locality	415.21	26,988.65	65.00	414.20	26,923.00	65.00	65.65
229026	St. Louis, Iron Mountain and Southern Rwy.							
229001	Chicago and Milwaukee	85.37	3,756.28	44.00	85.37	3,756.28	44.00	
229002	Chicago and Freeport	121.29	2,068.38	22.00	121.29	2,068.38	22.00	
229003	Chicago and Union Pacific	491.18			490.14			2.20
Part.	Transfer (in a.)							
Part.	Chicago and Cedar Rapids	219.00	26,306.00	61.87	216.32	27,751.50	65.00	1,445.20
Part.	Cedar Rapids and Union Pacific	272.18		46.87	273.82		50.00	
Part.	Transfer.							
229007	Chicago and Burlington	208.02			206.48			
Part.	Chicago and Burlington							
Part.	Chicago and Aurora	38.61	17,006.85	105.00	37.00	23,892.00	145.00	6,375.75
Part.	Aurora and Galesburg	126.11		80.00	126.48		120.00	
Part.	Galesburg and Burlington	43.30		40.00	43.00		80.00	
229010	Galesburg and Quincy	101.57	5,078.50	50.00	101.09	5,054.50	50.00	24.00
229011	Chicago and Davenport	182.92	11,889.80	65.00	182.92	11,889.80	65.00	
229015	Chicago and East Saint Louis							
Part.	Chicago and East Saint Louis	281.13	14,056.50	50.00	281.17	15,464.35	55.00	1,407.85
229020	Chicago and Cairo	363.32			365.53			
Part.	Chicago and Kansas	55.87		115.00	55.87		115.00	
Part.	Kansas and Edinburg	143.34	17,694.80	50.00	143.34	19,072.80		1,377.50
Part.	Edinburg and Centralia							
Part.	Centralia and Cairo	164.11		25.00	113.43		50.00	
229021	Dubuque and Centralia	346.93			345.14		25.00	
Part.	Dubuque and Freeport	68.80	3,546.35	47.00	68.56	3,532.07	47.00	35.72
Part.	Freeport and Foreston	12.51		25.00	12.51		25.00	
229023	Decatur and East Saint Louis	112.57	4,502.80	40.00	113.44	4,537.60	40.00	34.80
Part.	Decatur and East Saint Louis							
229035	Chicago and Milwaukee	86.80	8,680.00	100.00	86.18	10,772.50	125.00	2,092.50
229036	Aurora and Foreston							
229008	Detroit and Chicago	82.47	2,061.75	25.00	81.57	2,039.25	25.00	22.50
229009	Michigan and Mackinac City	286.09	16,595.85	65.00	285.10	18,531.50	65.00	64.35
229018	Jackson and Bay City	298.16		10.00	295.69	1,134.70	10.00	20.80
229018	Fort Wayne and Walton	115.55	1,155.50		113.47			
Part.	Grand Rapids and Cadillac	262.03	982.00	10.00				
Part.	Fort Wayne and Mackinac City	96.20						
Part.	Fort Wayne and Cadillac							
229002	Chicago, Milwaukee and Saint Paul Rwy.	197.84	19,784.00	100.00	197.95	3,310.72	13.75	2,328.72
Part.	Chicago, Milwaukee and Saint Paul Rwy.							
Part.	Portage and La Crosse				93.08	22,122.00	125.00	2,338.00
Part.	Portage and La Crosse				104.87		100.00	

<sup>a</sup> Increase in distance on R. P. O. run.

<sup>b</sup> Decrease in distance on R. P. O. run.

<sup>c</sup> R. P. O. cars from March 17, 1884.

<sup>d</sup> R. P. O. cars from March 17, 1884.

<sup>e</sup> R. P. O. cars from March 17, 1884.

<sup>f</sup> R. P. O. cars from March 17, 1884.

<sup>g</sup> R. P. O. cars from March 17, 1884.

<sup>h</sup> R. P. O. cars from March 17, 1884.

<sup>i</sup> R. P. O. cars from March 17, 1884.

<sup>j</sup> R. P. O. cars from March 17, 1884.

<sup>k</sup> R. P. O. cars from March 17, 1884.

<sup>l</sup> R. P. O. cars from March 17, 1884.

<sup>m</sup> R. P. O. cars from March 17, 1884.

<sup>n</sup> R. P. O. cars from March 17, 1884.

<sup>o</sup> R. P. O. cars from March 17, 1884.

<sup>p</sup> R. P. O. cars from March 17, 1884.

<sup>q</sup> R. P. O. cars from March 17, 1884.

I.—Table showing the pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &amp;c.—Continued.

Number of route.	State.	Terminals.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
26013	Minn.	Minneapolis and La Crosse	Chicago, Milwaukee and Saint Paul Rwy.	Miles. 142.53	Dollars. 7,126 50	Dollars. 50 00	Miles. at 142.57	Dollars. 21,385 50	Dollars. 150 00	Dollars. 14,259 00	
33001	Kans.	Kansas City and Denver <sup>b</sup>	Union Pacific Rwy	303.54	11,802 60	25 00	302.70	11,781 50	25 00		21 10
33010	Kans.	Atchison and South Pueblo	Atchison, Topeka and Santa Fe R. R.	337.12	14,204 75	12 50	337.12	14,204 75	12 50		
33016	Kans.	Topeka and Kansas City <sup>c</sup>	do	568.19		25 00	568.19		25 00		
34001	Nebr.	Union Pacific Transfer (n. o.)	Union Pacific Rwy	68.62	1,715 50	25 00	67.58	1,689 50	25 00		
34002	Nebr.	Union Pacific Transfer (n. o.) Plattsmouth and Kearney	Union Pacific Rwy Burlington and Missouri River R. R. (in Nebr.). Part R. P. O.	374.42 639.66 191.11	61,064 50	75 00	374.42 659.66	61,064 50	75 00		26 00
34004	Nebr.	Omaha and Oregopolis Junction (n. o.)	Burlington and Missouri River R. R. (in Nebr.).	147.50	3,687 50	25 00	147.50	3,687 50	25 00		
34009	Nebr.	Hastings and Denver	Republican Valley R. R.	16.60	415 00	25 00	16.60	415 00	25 00		
38007	Colo.	Denver and Cheyenne	Denver Pacific Rwy and Telegraph Co. Part R. P. O.	106.86	1,155 00	25 00	106.86	1,155 00	25 00	10,397 00	
38017	Colo.	Julesburgh and La Salle Station (n. o.)	Colorado Central R. R.	46.20	3,799 00	25 00	46.20	3,799 00	25 00		
46001	Cal.	San Francisco and Ogden City	Central Pacific R. R.	151.16		75 00	151.16		75 00		
46003	Cal.	Roseville and Redding	do	50.41	42,981 75	50 00	50.41	42,981 75	50 00		
46010	Cal.	Lathrop and Goshen (n. o.)	do	783.62	3,793 50	25 00	783.62	3,793 50	25 00		
46014	Cal.	Goshen (n. o.) and Yuma	do	151.74	3,658 75	25 00	151.74	3,658 75	25 00		
46032	Cal.	Port Costa and Lathrop	Southern Pacific R. R. Part R. P. O.	146.35	6,040 50	25 00	146.35	6,040 50	25 00		
			Central Pacific R. R. (lessee San Pablo R. R.).	490.33	1,553 75	25 00	490.33	1,553 75	25 00		
				241.62		25 00	241.62		25 00		
				62.23		25 00	62.23		25 00		
		Total			1,604,423 10			1,749,478 61		155,806 15	10,750 04

<sup>a</sup> Route reported shorter and additional R. P. O. service.<sup>b</sup> Terminal service at Kansas City assumed by Department, decreasing distance .84 mile.<sup>c</sup> Terminal service at Kansas City assumed by Department, decreasing distance 1.04 miles.<sup>d</sup> R. P. O. established.

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1884, out of the \$185,000 appropriated by act of March 3, 1883.

Number of route.	Termini.	Title of company.	Distance.	Amounts paid.
5005	New York, Springfield.....	New York, New Haven and Hartford R. R.	Miles. 135.59	\$17,647 06
6011	New York, Buffalo.....	New York Central and Hudson River R. R.	442	25,000 00
10001	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore R. R.	96	20,000 00
10013	Bay View (n. o.), Washington	Baltimore and Potomac R. R. .... {	45.20	21,900 00
Pt. 11001	Washington, Quantico.....		34.70	
Pt. 11001	Quantico, Richmond.....	Richmond, Fredericksburgh and Potomac R. R.	81.30	17,419 26
11008	Richmond, Petersburg.....	Richmond and Petersburg R. R. ....	23.39	4,197 50
11009	Petersburgh, Weldon.....	Petersburgh R. R. ....	65.81	11,680 00
13002	Weldon, Wilmington.....	Wilmington and Weldon R. R. ....	162.07	29,565 00
Pt. 14002	Wilmington, Florence.....	Wilmington, Columbia and Augusta R. R.	111	20,075 00
14005	Charleston, Florence.....	Northeastern R. R. ....	102	17,337 50
				184,821 32



*L.—Statement showing miles of railroad mail service ordered from July 1, 1883, to June 30, 1884.*

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
23	Maine	Monson Junction (n. o.) Monson	New	Monson R. R.	6.16	Nov. 15, 1883
1022	New Hampshire	Plymouth, South Woodstock	do	Boston, Concord and Montreal R. R.	21.06	July 2, 1883
	Vermont	None.	do	Milford, Franklin and Providence R. R.	5.37	Aug. 20, 1883
3075	Massachusetts	Bellingham, Franklin	do	Stanford and New Canaan R. R.	8.89	Aug. 20, 1883
5002	Connecticut	Stamford, New Canaan	do	Geneva, Ithaca and Sayre R. R.	5.42	July 2, 1883
6128	New York	Hays Corners, Willard	do	Essex and Pittsford R. R.	5.42	July 16, 1883
6127	do	Bradford Junction, Bradford; ext. Puxsuntawney	Ext	Southern Central R. R.	1.72	Aug. 20, 1883
6084	do	Sayre, Fair Haven; ext. North Fair Haven	do	New York, West Shore and Buffalo Rwy.	147.40	Oct. 1, 1883
6129	do	New York, Albany	New	New York, Ontario and Western Rwy.	24.70	Oct. 29, 1883
6048	do	Oswego, Middleton; ext. Cornwall Station (n. o.)	Ext	Rochester and Pittsford R. R.	45.28	Dec. 12, 1883
6180	do	Buffalo, Ashford Junction (n. o.)	New	Lackawanna and Pittsford	20.63	Feb. 25, 1884
6059	do	Olean, Angelica; ext. Little Ferry Junction (n. o.)	Ext	New York, West Shore and Buffalo Rwy.	5.37	May 26, 1884
6129	do	New York, Albany; ext. Lewiston Junction (n. o.) to Suspension Bridge.	do	Rome, Watertown and Ogdensburg R. R.	8.46	Apr. 28, 1884
6038	do	Oswego, Lewiston; ext. Lewiston Junction (n. o.) to Suspension Bridge.	do			
7058	New Jersey	Two Bridges Junction (n. o.), Stroudsburg	New	New York, Susquehanna and Western R. R.	47.85	July 23, 1883
7059	do	Delaware Station, Columbia Junction (n. o.)	do	do	3.16	Sept. 10, 1883
7060	do	Sea Island Junction (n. o.), Sea Island City	do	West Jersey R. R.	4.97	Mar. 3, 1884
7061	do	Anglesea Junction (n. o.), Anglesea	do	Anglesea R. R. Co.	5.52	June 23, 1884
8150	Pennsylvania	Williamsport, Wellsborough	do	Fall Brook Coal Co.	82.28	July 16, 1883
8125	do	Williamsport, New Castle Junction (n. o.); ext. New Castle	do	Pittsburgh and Western R. R. Co.	3.10	Aug. 27, 1883
8151	do	Youngwood Station, United	Ext	Pennsylvania R. R.	8.84	Sept. 3, 1883
8139	do	Lawrenceville, Elkland; ext. Harrison Valley	Ext	Fall Brook Coal Co.	10.20	Oct. 29, 1883
8040	do	Washington and Wheeling; ext. Pittsburgh	do	Baltimore and Ohio R. R. Co.	38.66	Nov. 20, 1883
8051	do	Greenville, Hilliards; ext. Branchton Junction (n. o.)	do	Shenango and Allegheny R. R. Co.	21.30	Nov. 20, 1883
8126	do	Brownsville, Walnut Bottom; ext. Shippenburg	do	Harrisburg and Potomac R. R. Co.	7.22	Feb. 1, 1884
8153	do	Sinbury, Lewiston	do	Philadelphia and Reading R. R. Co.	9.84	Feb. 1, 1884
8087	do	Bellwood, Coalport; ext. Irvine	New	Bell's Gap R. R.	2.22	Feb. 15, 1884
8112	do	Foxburgh, Sheffield Junction (n. o.); ext. Kane, Pa	do	Pittsburgh and Western R. R.	17.90	Mar. 10, 1884
8048	do	West Chester, Frazer; ext. Phoenixville	do	Pennsylvania R. R. Co.	11.28	Mar. 17, 1884
8110	do	Catawissa Junction (n. o.), Hughaville; ext. Tivoli	do	Williamsport and North Branch R. R.	5.19	May 26, 1884
	Delaware	None.	do			
10024	Maryland	Baltimore, Bel Air	New	Maryland Central R. R. Co.	27.50	July 9, 1883
10024	do	Baltimore, Bel Air; ext. Forest Hill	Ext	do	3.50	Nov. 21, 1883
10024	do	Baltimore, Forest Hill; ext. Delta	do	do	14.50	Jan. 21, 1884
11028	Virginia	Danville, Martinsville; ext. Spencer's Store	do	Danville and New River R. R.	13.25	Nov. 5, 1883
11034	do	Claremont, Waverly Station	do	Atlantic and Danville R. R.	18.50	Feb. 18, 1884
11082	do	Keyville, Chase City; ext. Shipwreck	New	Richmond and Wheeling R. R.	8.28	Feb. 20, 1884
11087	do	Keyville, Shipwreck; ext. Clarksville	Ext	do	5.58	June 2, 1884
11085	do	Norfolk, Virginia Beach	do	Norfolk, Va. Beach R. R. and Improvement Co.	18.80	Aug. 25, 1884
11028	do	Danville, Spencer; ext. Stuart	New	Lanville and New River R. R.	18.74	Aug. 25, 1884
	do	Ext	Ext			

1909	West Virginia	Shaw, Kitamillerville	New	West Virginia Central and Pittsburgh Rwy.	7.47	July 2 1883
1909	do	Shaw, Kitamillerville; ext. Elkins	Ext.	do	14.16	Aug. 1 1883
1910	do	Charleston, Point Pleasant	New	Ohio Central R. R.	57.70	Aug. 20 1883
1911	do	Wheaton, Buckannon	do	Weston and Buckannon R. R.	16.20	Dec. 15 1883
1912	do	Harper's Ferry, Staunton; ext. Lexington	Ext.	Baltimore and Ohio R. R.	36.03	Dec. 15 1883
1913	do	Grafton, Philippi	New	Grafton and Greenbrier R. R.	24.00	Mar. 17 1884
1914	do	Shaw, Elkins; ext. Fairfax	Ext.	West Virginia Central and Pittsburgh Rwy.	14.12	May 12 1884
1915	do	Payetteville, Gulf; ext. Hope Mills	do	Cape Fear and Yadkin Valley R. R.	7.35	Feb. 15 1884
1916	do	Payetteville, Gulf; ext. Liberty	do	do	28.71	Feb. 15 1884
1917	do	Ashtville Junction (n. o.), Pigeon River; ext. Waynesville.	do	Western North Carolina R. R.	9.23	Apr. 1 1884
1918	do	Danville, Mocksville and Southwestern Junction (n. o.), Leaksville	New	Danville, Mocksville and Southwestern R. R.	7.97	Apr. 16 1884
1919	do	Hopewell, Liberty; ext. Lumber Bridge	Ext.	Cape Fear and Yadkin Valley R. R.	9.20	May 1 1884
1920	do	Hopewell, Liberty; ext. Greensboro	do	do	23.26	May 1 1884
1921	do	Chester, Lincolnton; ext. Newton, N. C.	do	Chester and Lenoir Narrow Gauge R. R.	14.36	May 6 1883
1922	do	Laurens, Georgetown	New	Georgetown and Lanes R. R.	89.20	Jan. 24 1884
1923	do	Gainesville, Jefferson	do	Gainesville, Jefferson and Southern R. R.	22.70	July 2 1883
1924	do	Marietta, Jasper; ext. Ellijay	do	Marietta and North Georgia R. R.	20.76	Sept. 1 1883
1925	do	Sandersville, Tenuille	Restored.	Sandersville and Tenuille R. R.	3.50	Jan. 4 1884
1926	do	Atlanta, Anniston; ext. Coalburgh	Ext.	Georgia Pacific Rwy.	72.64	Jan. 4 1884
1927	do	Monroe, Social Circle; ext. to begin at Gainesville	do	Gainesville, Jefferson and Southern R. R.	32.00	May 1 1884
1928	do	Jacksonville, Saint Augustine	New	Jacksonville, Saint Augustine and Halifax River Rwy.	86.80	Aug. 1 1883
1929	do	Genelle, Ocala; ext. Leesburgh	Ext.	Florida Southern Rwy.	42.27	Feb. 25 1884
1930	do	Sanford, Kissimmee; ext. Tampa	do	South Florida R. R.	75.99	Feb. 13 1884
1931	do	Evinston, Micanopy	New	do	4.11	Mar. 11 1884
1932	do	Jacksonville, Palatka	do	Jacksonville, Tampa and Key West	56.20	Mar. 6 1884
1933	do	East and West Junction (n. o.), Broken Arrow	do	East and West Railroad Company of Alabama.	41.75	Nov. 1 1883
1934	do	Anniston, Talladega	do	Anniston and Atlantic R. R.	30.36	Aug. 15 1883
1935	do	Durant, Lexington	do	Illinois Central R. R.	13.16	Feb. 6 1884
1936	do	Moridian, Ellisville; ext. New Orleans	Ext.	New Orleans and Northeastern R. R.	131.21	Feb. 20 1884
1937	do	Columbus, Miss., Payette C. H., Ala.	New	Georgia Pacific Rwy.	44.83	Apr. 21 1884
1938	do	Knoxville, Caryville; ext. Jellico	Ext.	Illinois Central R. R.	46.18	Aug. 1 1884
1939	do	Columbia, Terry; ext. Laurenceburgh	do	East Tennessee, Virginia and Georgia R. R.	27.83	Dec. 2 1883
1940	do	Tullahoma, Rock Island; ext. Walling	do	Nashville and Florence R. R.	22.04	July 2 1883
1941	do	Dickson, Moores (n. o.); ext. Centerville	do	Nashville, Chattanooga and Saint Louis Rwy.	1.10	Mar. 4 1884
1942	do	Victoria, Bridgeport; ext. Innis	do	Nashville and Tusculum R. R.	4.50	Mar. 17 1884
1943	do	Tullahoma, Walling; ext. Doyle Station	do	Nashville, Chattanooga and Saint Louis Rwy.	5.21	May 1 1884
1944	do	Lebanon Junction, Williamsburgh; ext. Smithburgh	do	do	7.10	May 5 1884
1945	do	Paris, Peach Orchard; ext. Richardson	do	Louisville and Nashville R. R.	11.30	July 23 1883
1946	do	Paris, Richmond	do	Chattahoochee Railway Company	3.70	Sept. 1 1883
1947	do	Owensboro, Ricedale; ext. Russellville	New	Kentucky Central R. R.	40.84	Sept. 1 1883
1948	do	Richmond, Livingston	Ext.	Owensboro and Nashville R. R.	33.40	Jan. 1 1884
1949	do	Owensboro, Russellville; ext. Adairville	New	Kentucky Central R. R.	36.62	Apr. 15 1884
1950	do	King's Mountain Station, Middleburgh; ext. Yosemite	Ext.	Owensboro and Nashville R. R.	13.28	Jan. 21 1884
1951	do	Canton, Coshocton	New	Cincinnati, Green River and Nashville R. R.	0.75	Mar. 11 1884
1952	do	Cincinnati, Barden; ext. Portsmouth	do	Connotton Valley Rwy.	54.73	July 2 1883
1953	do	New Galilee, Pa., East Carmel, Ohio	Ext.	Cincinnati and Eastern Rwy.	25.50	Aug. 1 1883
1954	do	Cleveland, Mineral Point; ext. Zoar Station	New	Illinois Central R. R.	13.16	Aug. 6 1883
1955	do	do	Ext.	Valley R. R.	1.54	Sept. 1 1883

\*Cover part of route No. 15045.

\*Net increase 4.36.

L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
21063	Ohio	Bellaire, Woodsfield; ext. Summerfield	Ext	Bellaire, Zanesville and Cincinnati Rwy.	16.95	Oct. 1, 1883
21081	do	Delphos, Mount Blanchard; ext. Carey	do	Cleveland, Delphos and Saint Louis R. R.	10.76	Oct. 1, 1883
21064	do	Dayton, Wollston; ext. Ironton	do	Toledo, Cincinnati and Saint Louis R. R.	50.57	Nov. 5, 1883
21048	do	Seneoaville, Cumberland; ext. Lore City	do	Cincinnati, Wheeling and New York R. R.	4.37	Dec. 1, 1883
21065	do	Bellaire, Summerfield; ext. Zanesville	do	Bellaire, Zanesville and Cincinnati Rwy.	52.62	Dec. 15, 1883
21075	do	Paulding, Shane's Crossing; ext. Greenville	do	Cincinnati, Van Wert and Michigan R. R.	43.55	Jan. 20, 1884
21069	do	Thurston, Buckeye Cottage	New	Columbus and Eastern R. R.	32.49	May 22, 1884
21068	do	Columbus, Corving; ext. C. H. F. and T. Junction (n. o.)	Ext.	Ohio Central R. R.	56.80	June 9, 1884
22026	Indiana	Washington Junc. (n. o.), Petersburg; ext. Oakland City	do	Indianapolis and Evansville Rwy.	11.56	Aug. 20, 1883
22013	do	Logansport, Marmont	New	Terre Haute and Indianapolis R. R.	34.53	Oct. 16, 1883
22028	do	Washington Junc. (n. o.), Oakland City; ext. Evansville.	Ext.	Indianapolis and Evansville Rwy.	30.44	Jan. 1, 1884
22035	do	New Salisbury, Corydon	New	Louisville, New Albany and Corydon Rwy.	8.30	Dec. 20, 1883
22028	do	Fair Oaks (n. o.), Attica	do	Chicago and Great Southern Rwy.	56.34	Mar. 17, 1884
22047	do	Attica, Covington	do	Wabash, Saint Louis and Pacific Rwy.	14.91	June 2, 1884
23062	Illinois	Dwight, Monmouth; ext. North Judson, Ind	Ext.	Indiana, Illinois and Iowa R. R.	65.62	July 2, 1883
23063	do	Bates, Jerseyville; ext. Grafton	do	Wabash, Saint Louis and Pacific Rwy.	16.12	July 2, 1883
23028	do	Junction, Mound City	New	Mound City R. R.	2.84	Aug. 1, 1883
23031	do	Belleville, O'Fallon Depot	do	Louisville and Nashville R. R.	7.34	Aug. 1, 1883
23046	do	Kankakee, Colfax; ext. Bloomington	Ext.	Illinois Central R. R.	22.27	Oct. 1, 1883
23060	do	Jacksonville, Smithborough; ext. Centralia, Ill	do	Jacksonville, Southeastern Rwy.	23.25	Nov. 20, 1883
24035	Michigan	Iron River Junction (n. o.), Stambaugh; ext. Iron River	New	Chicago and Northwestern Rwy.	22.90	May 16, 1884
24063	do	Lawton, Hartford	Ext.	Paw Paw and Toledo and South Haven R. R.	20.21	July 2, 1883
24064	do	Pontiac, Caseville	do	Pontiac, Oxford and Port Austin R. R.	100.73	Dec. 1, 1883
24040	do	Marquette, L'Anse; ext. Houghton	Ext.	Marquette, Houghton and Ontonagon R. R.	31.74	Dec. 1, 1883
24030	do	East Saginaw, Saint Louis; ext. Ithaca	do	Saginaw Valley and Saint Louis R. R.	10.58	Dec. 20, 1883
24057	do	Alger Station (n. o.), Alger Junction (n. o.)	do	Detroit, Bay City and Alpena R. R.	7.86	Jan. 15, 1884
24057	do	East Tawas, Au Sable	do	do	12.58	Jan. 15, 1884
24033	do	Lenox, Pontiac; ext. Jackson	do	Michigan Air-Line Rwy.	70.83	Feb. 20, 1884
24026	do	Grand Rapids, White Cloud; ext. Baldwin	do	Chicago and West Michigan Rwy.	26.85	Feb. 20, 1884
24019	do	Toledo, Ohio, Allegan, Mich	New	Michigan and Ohio R. R.	157.64	Mar. 20, 1884
24044	do	Harrison Junction, Harrison; ext. Mercedith	Ext.	Flint and Pere Marquette R. R. Co.	14.78	May 1, 1884
25048	Wisconsin	Chippewa Falls, Rice Lake; ext. Chicago Junction (n. o.)	do	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	22.78	Sept. 15, 1883
25016	do	Milwaukee, Dickinson; ext. Ellis Junction (n. o.)	do	do	10.83	Oct. 10, 1883
25048	do	Chippewa Falls, Chicago Junction; ext. Eau Claire	do	Milwaukee and Northern and Wisconsin and Michigan R. R.	9.16	Nov. 1, 1883
25028	do	Hudson, Cable (n. o.); ext. Bayfield	do	do	58.62	Nov. 20, 1883
25032	do	Ashland Junction (n. o.), Ashland	New	do	4.64	Nov. 20, 1883
26039	Minnesota	Crookston, Larimore; ext. Bartlett	Ext.	Saint Paul, Minneapolis and Manitoba Rwy.	40.14	July 2, 1883
26049	do	Saint Cloud, Hinckley	New	do	68.04	July 2, 1883



29001	do	Duluth, Livingston; ext. Helena	Ext.	124 18	Aug. 15, 1883
29039	do	Crookston, Bartlett; ext. Creel City	do	20 66	Sept. 16, 1883
29001	do	Duluth, Helena; ext. Missoula	do	122 20	Sept. 16, 1883
29050	do	Crookston, Saint Hilary	New	28 73	Sept. 16, 1883
29047	do	Sank Centre, Hartford; ext. Eagle Bend	Ext.	10 73	Jan. 1, 1884
29051	do	Rush City, Grantsburgh	New	17 34	Feb. 1, 1884
29052	do	Morehead, Halstead	do	10 34	Feb. 1, 1884
29042	do	Wadena, Fergus Falls; ext. Milnor	do	34 21	Apr. 1, 1884
29010	do	Hastings, Aberdeen; ext. Ipswich	Ext.	66 91	June 2, 1884
27081	Iowa	New Sharon, Newton; ext. Correctionville	do	28 33	June 10, 1884
27070	do	Sac City, Holstein; ext. Correctionville	New	33 66	July 2, 1883
27086	do	Engle Grove, Hawarden; ext. Irondale, Dak.	Ext.	128 29	Sept. 15, 1883
27089	do	Oakdale, Morning Sun; ext. Redlandsburg, Ill.	Ext.	17 20	Oct. 1, 1883
27056	do	Des Moines, Hudson	do	12 60	Dec. 1, 1883
27088	do	Des Moines, Hudson	New	93 63	Feb. 25, 1884
29035	Missouri	Eldora Junction, Eldora; ext. Iowa Falls	Ext.	13 69	Mar. 20, 1884
29043	do	Summitville, Benton, Terre	New	20 09	July 2, 1883
29053	do	North Springfield, Sparks; ext. Chadwick	Ext.	13 20	July 16, 1883
29045	do	Cape Girardeau, Advance; ext. Idalswild (n. o.)	do	6 72	July 16, 1883
29036	do	Fort Scott, Spring City; ext. Jonesborough	do	12 14	July 20, 1883
29051	do	Bird's Point, Jonesborough; ext. Texarkana	do	77 72	Sept. 1, 1883
29036	do	Fort Scott, Jonesborough; ext. Memphis, Tenn.	do	293 08	Oct. 1, 1883
29045	do	Cape Girardeau, Idalswild (n. o.); ext. Puxico	do	67 64	Nov. 1, 1883
29055	do	Clinton, Cosville	do	5 00	Nov. 1, 1883
29015	Arkansas	McNell, Magnolia	New	11 55	Mar. 15, 1884
29006	do	Brinkley, Colona; ext. Riverside	Ext.	7 17	Dec. 1, 1883
29009	do	Washington, Hope; ext. Ozark	Ext.	7 49	Apr. 15, 1884
30008	Louisiana	Vicksburg, Monroe; ext. Reams Station	do	6 00	June 16, 1884
30014	do	New Orleans, Baton Rouge	do	23 60	Dec. 20, 1883
30008	do	Vicksburg, Reams Station; ext. Arcadia	New	89 40	Mar. 20, 1884
30008	do	Vicksburg, Arcadia; ext. Lanesville	Ext.	25 76	Apr. 16, 1884
31045	Texas	Beaumont, Sabine Pass	do	21 49	June 16, 1884
31046	do	Trinity, Cheater	New	30 30	Aug. 1, 1883
31020	do	Beaumont, Woodville; ext. Rockingham	do	53 85	Sept. 17, 1883
31039	do	San Antonio, Del Rio; ext. El Paso	Ext.	461 76	Sept. 17, 1883
31047	do	Houston, Alvin	do	20 10	Oct. 1, 1883
31044	do	Jacksonville, Rush; ext. Alto	New	34 53	Oct. 15, 1883
31046	do	Trinity, Cheater; ext. Columbus	Ext.	12 08	Oct. 15, 1883
31031	do	Dallas, Koughan; ext. Kemp	do	12 88	Dec. 1, 1883
31041	do	Jacksonville, Alto; ext. Tyler	do	10 87	Jan. 1, 1884
31044	do	Vinita, Tulsa	do	28 74	June 2, 1884
32002	Indian Territory	Leavenworth, Oskaloosa; ext. Meriden Junction (n. o.)	New	63 54	Mar. 12, 1883
32028	Kansas	Fort Scott, El Dorado; ext. Wichita	Ext.	17 13	Aug. 10, 1883
33086	do	Girard, Walnut; ext. Chanute	do	30 69	Aug. 15, 1883
33039	do	Ottawa, Emporia	do	25 20	Feb. 11, 1884
33041	do	Wichita, Cheney	New	57 28	Apr. 10, 1884
33042	do	Weir City Junction (n. o.)	do	26 70	Apr. 1, 1884
33043	do	Weir City Junction (n. o.)	do	3 88	May 15, 1884
34019	Nebraska	Nemaha City, Tecumseh; ext. Beatrice	Ext.	34 83	Nov. 1, 1883
34022	do	Wakefield, Hartington	New	33 80	Dec. 15, 1883

## Northern Pacific R. R.

Saint Paul, Minneapolis and Manitoba Rwy.

Northern Pacific R. R.

Saint Paul, Minneapolis and Manitoba Rwy.

do

Saint Paul and Duluth R. R.

Saint Paul, Minneapolis and Manitoba Rwy.

Northern Pacific R. R.

Chicago, Milwaukee and Saint Paul Rwy.

Central Iowa Rwy.

Chicago and Northwestern Rwy.

do

Central Iowa Rwy.

Chicago and Northwestern Rwy.

Iacobsin, Iowa and Nebraska Rwy.

Chicago, Iowa and Dakota Rwy.

Saint Louis, Iron Mountain and Southern Rwy.

Saint Joe and Desloge Rwy.

Saint Louis and San Francisco Rwy.

Cape Girardeau Southwestern Rwy.

Kansas City, Fort Scott and Gulf R. R.

Texas and Saint Louis Rwy.

Kansas City, Fort Scott and Gulf R. R.

Cape Girardeau Southwestern Rwy.

Kansas City and Southern Rwy.

Texas and Saint Louis Rwy.

Batesville and Brimley R. R.

Arkansas and Louisiana Rwy.

Vicksburg, Shreveport and Pacific R. R.

New Orleans and Mississippi Valley Rwy.

Vicksburg, Shreveport and Pacific R. R.

do

Texas and New Orleans R. R.

Missouri Pacific Rwy.

Sabine and East Texas Rwy.

Galveston, Harrisburgh and San Antonio Rwy.

Terre Haute and Indianapolis R. R.

Kansas and Gulf Short Line

Missouri Pacific R. R.

Texas Trunk R. R.

Kansas and Gulf Short Line.

Saint Louis and San Francisco.

Leavenworth, Topeka and Southwestern Rwy.

Saint Louis, Fort Scott and Wichita R. R.

Kansas City, Lawrence and Southern Rwy.

Southern Kansas Rwy.

Wichita and Western R. R.

Kansas City Fort Scott and Gulf R. R.

Republican Valley R. R.

Chicago, Saint Paul, Minneapolis and Omaha Rwy.

L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
34023	Nebraska	Kearney, Holdrege.....	New	Nebraska and Colorado R. R.	40.32	Feb. 21, 1884
34024	do	Chester, Hebron.....	do	do	11.83	Feb. 21, 1884
34013	do	Beatrice, Maryville; ext. Lincoln	Ex.	Omaha and Republican Valley R. R.	39.69	May 10, 1884
34025	do	Genoa, Fullerton.....	New	Omaha, Nobara and Black Hills R. R.	14.54	May 10, 1884
35018	do	Sanborn, Cooperstown.....	do	Sanborn, Cooperstown and Turtle Mountain R. R.	37.15	Sept. 20, 1884
35017	do	Mitchell, Letcher; ext. Axtion.....	Ext.	Chicago, Milwaukee and Saint Paul Rwy.	80.61	Nov. 1, 1883
35015	do	Fargo, Lisbon; ext. La Moure.....	do	Fargo and Northwestern R. R.	31.41	Dec. 1, 1883
35014	do	Brookings, Castlewood; ext. Watertown.....	do	Chicago and Northwestern Rwy.	14.03	Dec. 10, 1883
35008	do	Egan, Howard; ext. Woonsocket (n. o.).....	do	Chicago, Milwaukee and Saint Paul Rwy.	38.07	Jan. 7, 1884
36001	Montana	Silver Bow, Deer Lodge City; ext. Northern Pacific Junction.....	do	Utah and Northern Rwy.	10.42	Sept. 2, 1883
36002	do	Helena, Wickes.....	New	Helena and Jefferson R. R.	26.53	Mar. 20, 1884
37001	Wyoming	Granger, Shoshone; ext. Reverse Station (n. o.).....	Ext.	Oregon Short Line Rwy.	71.33	Sept. 1, 1883
37001	do	Granger, Reverse Station (n. o.); ext. Ontario Station (n. o.).....	do	do	104.05	Jan. 20, 1884
37001	do	Granger, Ontario Station (n. o.); ext. Huntington.....	do	do	43.15	Mar. 19, 1884
38012	Colorado	Salida, Grand Junction; ext. Ogden City.....	do	Denver and Rio Grande Rwy.	294.61	Aug. 10, 1883
38030	do	Colorado Springs Station (n. o.), Manitou Station (n. o.).....	New	do	5.40	Aug. 15, 1883
38014	do	Nathrop, Gunnison; ext. Castleton.....	Ext.	do	13.28	Sept. 20, 1883
38029	do	Boulder, Sugar Loaf; ext. Sunset.....	do	Denver South Park and Pacific R. R.	3.78	Dec. 1, 1883
39003	New Mexico	Albuquerque, Williams; ext. Needles.....	do	Grealey, Salt Lake and Pacific Rwy.	194.90	Aug. 1, 1883
39006	Dakota	Dumfries, Silver City.....	do	Atlantic and Pacific Rwy.	47.70	July 1, 1883
39007	do	Las Vegas, Las Vegas Hot Springs.....	New	Silver City, Denning and Pacific R. R.	10.89	May 15, 1884
39008	do	Natt Station (n. o.), Lake Valley.....	do	Atchison, Topeka and Santa Fe R. R.	13.73	June 10, 1884
41012	Arizona	None.	do	do	4.20	May 1, 1884
42001	Utah	Ironton Station (n. o.), Silver City.....	do	Salt Lake and Western Rwy.	57.90	Aug. 10, 1883
43009	Idaho	Shoshone, Halley.....	Ext.	Oregon Short Line Rwy.	59.51	Aug. 1, 1883
43006	Washington Ter.	Wahalla, Third Crossing Station; ext. Missoula.....	New	Northern Pacific R. R.	89.18	Feb. 11, 1884
44001	Oregon	Palouse Junction, Colfax.....	Ext.	Columbia and Palouse R. R.	36.39	July 2, 1883
44001	do	Portland, Riddle; ext. Julia.....	do	Oregon and California R. R.	32.87	Jan. 11, 1884
44001	do	Portland, Glendale; ext. Grant's Pass.....	do	do	37.26	Mar. 15, 1884
44001	do	Portland, Grant's Pass; ext. Phoenix.....	do	do	8.13	June 10, 1884
44001	do	Portland, Phoenix; ext. Astoria.....	do	do	74.22	July 2, 1883
45005	Nevada	Belleville, Bishop Station (n. o.).....	New	Carson and Colorado R. R.	69.00	Sept. 1, 1883
45005	do	Belleville, Bishop Station (n. o.); ext. Haskley Station (n. o.).....	Ext.	do		
45006	California	None.	do	do		

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1884.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		*1,878,296			
June 30, 1837	974	*1,793,024	*307,444		
June 30, 1838		*2,356,852	*404,123		
June 30, 1839		*3,396,055	*520,602		
June 30, 1840		*3,889,053	*596,353		
June 30, 1841		*3,946,450	*585,843		
June 30, 1842	3,091	*4,424,262	432,568	2,117	
June 30, 1843		*5,692,402	*733,687		
November 4, 1843	3,714	(*)	531,752	623	
June 30, 1844		*5,747,355	*802,006		
June 30, 1845		*6,484,592	*843,430		
October 31, 1845	4,092	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
November 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,403	597,475		
November 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,192		
October 1, 1848	4,957		587,204	222	
June 30, 1849	5,497	4,861,177	635,740	540	
June 30, 1850	6,886	6,524,593	818,227	1,389	
June 30, 1851	8,255	8,364,503	983,019	1,369	
June 30, 1852	10,146	11,062,768	1,275,520	1,891	
June 30, 1853	12,415	12,986,705	1,601,829	2,269	
June 30, 1854	14,440	15,433,389	1,758,010	2,025	
June 30, 1855	18,333	19,202,469	2,073,089	3,893	
June 30, 1856	20,323	21,809,296	2,310,389	1,990	
June 30, 1857	22,530	24,267,944	2,559,847	2,207	
June 30, 1858	24,431	25,763,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,384	3,243,074	1,579	
June 30, 1860	27,129	27,653,749	3,349,662	1,119	
May 31, 1861	†6,886	15,701,098	†978,910		6,888
June 30, 1861	22,018	23,118,823	2,543,709	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		680
June 30, 1863	22,152	22,871,558	2,538,517		814
June 30, 1864	22,616	23,301,942	2,567,044		464
June 30, 1865	23,401	24,087,568	2,707,421		785
June 30, 1866	32,092	30,609,467	3,391,592	†8,691	
June 30, 1867	34,015	32,437,900	3,812,600	1,923	
June 30, 1868	36,018	34,886,178	4,177,128	2,002	
June 30, 1869	39,537	41,399,284	4,723,680	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,196	5,546	
June 30, 1874	67,734	72,460,545	9,113,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,949	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,354,710	9,053,936	2,198	
June 30, 1878	77,120	82,120,395	9,566,595	2,874	
June 30, 1879	79,991	83,092,992	†9,567,590	2,571	
June 30, 1880	85,320	86,497,463	10,498,986	5,329	
June 30, 1881	91,569	103,521,229	11,612,368	6,249	
June 30, 1882	100,563	113,965,318	12,753,184	8,894	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,012,608	6,952	

\* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, use of patents, and mail locks and keys, in operation June 30, 1884.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract prices.						
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.	
Cotton-canvas mail-sacks	John Boyle	New York, N. Y.	Four years from January 1, 1881.	\$1 15	\$1 02	\$0 80	\$0 20			
Registered foreign mail-sacks	do	do	do	97	41	24	16			
Native-canvas mail-sacks	do	do	do		67	52	14			
Leather horse mail-bags	J. C. Lighthouse	Rochester, N. Y.	do		6 00	5 20	4 53			
Leather mail-pouches	do	do	do			5 61	4 55	\$3 50	\$2 60	
Through registered mail-pouches	John Boyle	New York, N. Y.	do			4 99				
Mail catcher pouches	do	do	do				3 91			
Coin mail-sacks	do	do	do							\$0 054
Printed wooden tags (wide)	Charles R. Penfield	Lockport, N. Y.	One year from January 1, 1884							0034
Printed wooden tags (narrow)	do	do	do							003
Mail-bag label-cases (iron)	The Smith and Egge Manufacturing Co.	Bridgeport, Conn.	do							06
Mail-bag label-cases (brass)	do	do	do							
Mail-bag catchers	Younglove & Co	Cleveland, Ohio.	do							17
Sockets for catchers	do	do	Determinable at any time by the Postmaster-General.							15 90
Use of patent	Beckel & Horner	Muncie, Ind.	do							40
Do	John Boyle	New York, N. Y.	do							80
General mail-locks	The Smith and Egge Manufacturing Co.	Bridgeport, Conn.	4, 8, or 12 years from Sept. 1, 1880, at option of Postmaster-General.							10
Keys to same	do	do	do							52
Through mail-locks	do	do	do							09
Keys to same	do	do	do							75
City mail-service locks	do	do	do							12
Keys to same	do	do	do							34
Street letter-box locks	do	do	do							09
Keys to same	do	do	do							85
Through registered mail-locks	W. F. Beasley	Oxford, N. C.	do							15
Keys to same	do	do	do							2 50
										25

O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1884.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
4,500	Leather mail-pouches .....	No. 2	\$5 61	\$25,245 00	
4,500	do .....	No. 3	4 55	20,475 00	
4,000	do .....	No. 4	3 50	14,000 00	
1,000	do .....	No. 5	2 60	2,600 00	
14,000					\$62,320 00
600	Leather horse mail-bags .....	No. 1	6 00	3,600 00	
400	do .....	No. 2	5 29	2,116 00	
300	do .....	No. 3	4 53	1,359 00	
1,300					7,075 00
4,000	Mail-catcher pouches .....		3 91	15,640 00	
	Royalty for patent on same .....		10	400 00	
4,000					16,040 00
500	Through registered mail-pouches .....	No. 1	7 00	3,500 00	
1,000	do .....	No. 2	4 99	4,990 00	
	Royalty for patent on No. 2 .....		10	100 00	
1,500					8,590 00
80,000	Jute-canvas mail-sacks .....	No. 1	67½	54,200 00	
10,000	do .....	No. 2	52½	5,250 00	
10,000	do .....	No. 3	14	1,400 00	
100,000					60,850 00
1,000	Cotton-canvas mail-sacks .....	No. 1	1 02	1,020 00	
1,000	do .....	No. 2	80½	805 00	
2,000	do .....	No. 3	20	400 00	
4,000					2,225 00
5,000	Coin mail-sacks .....		05½		256 25
600,000	Printed wooden tags .....		003½	2,250 00	
300,000	do .....		003	900 00	
900,000					3,150 00
20,000	Iron label cases .....		07½	1,575 00	
3,000	do .....		06	180 00	
2,000	Brass label cases .....		19	380 00	
25,000					2,135 00
	Repairs of mail-bags .....				46,129 59
500	Mail-catchers .....	15 00		7,500 00	
1,700	Sockets for same .....	40		680 00	
200	Springs for same .....	60		120 00	
200	Handles .....	40		80 00	
84	Mail-catchers repaired .....	1 15½		107 22	
					8,487 22
	Total expense on account of mail-bags and mail-catchers .....				217,258 06
	Unexpended balance of appropriation .....				2,741 94
	Amount of appropriation .....				220,000 00



*P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1884.*

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
80,000	Iron mail-locks .....	\$0 52	\$15,600 00	
1,300	Box mail-locks .....	85	1,105 00	
				\$16,705 00
1,100	Keys for same .....	15	165 00	
2,000	Street letter-box keys .....	15	300 00	
				465 00
3,380	Street letter-box locks, repaired .....	35		1,178 00
	Unexpended balance .....			18,348 00
				1,654 00
	Appropriation .....			20,000 00

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**R E P O R T**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1884.**

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**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**

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**POST-OFFICE DEPARTMENT,**  
**OFFICE GENERAL SUPERINTENDENT OF**  
**RAILWAY MAIL SERVICE,**  
*Washington, D. C., October —, 1884.*

**SIR:** I have the honor to present to you herewith my annual report of the operations of the Railway Mail Service for the fiscal year ended June 30, 1884.

**RAILWAY POST-OFFICE LINES.**

I desire particularly to invite your attention to table A<sup>a</sup>, which is a statement of the railway post-offices in operation on the last day of the fiscal year, the length of each route, the daily average weight of mail carried, the number and size of the cars or apartments in use thereon, the number of clerks employed, and other information which will give a general idea of each railway post-office in the United States.

The recapitulation of this table shows the number of railway post-offices in each division, the number of crews, the number of postal clerks, the number of miles which they run, the miles of railroad over which clerks run, the total annual miles of service, the number of cars, and the total number of pieces of ordinary mail matter, together with registered pouches and packages handled in each division.

**STEAMBOAT SERVICE.**

Table B<sup>b</sup> shows the steamboat mail-service in operation at the close of the fiscal year. This branch of the service has been and is still being in a large measure superseded by the railway service, consequently there has not been an increase proportionate with that on the railway routes.

**CLOSED-POUCH SERVICE.**

Table C<sup>c</sup> is an exhibit in detail of the closed-pouch service; that is, the service upon lines or parts of lines upon which there is no railway post-office service. The recapitulation gives the number of routes, the annual miles of service, and number of pouches exchanged daily.

**COMPARATIVE STATEMENT.**

Table D<sup>d</sup> is a comparative statement of the Railway Mail Service from 1830 to 1884. In 1834 there were seventy-eight (78) miles of railroad upon which mails were carried, and on June 30, 1884, there were 117,160 miles. During the last fiscal year there was an increase of 6,952 miles.

## MAIL DISTRIBUTED.

Table E<sup>a</sup> is a statement by divisions of mail distributed ; by which it appears that the increase in the number of pieces handled during the fiscal year was 538,144,220 pieces. The percentage of increase in 1884 over 1883 was 13.52. The percentage of increase in the number of pieces of registered matter handled in 1884 over 1883 was 4.93 ; by which it will be seen that the increase in the amount of matter handled during the last fiscal year was not as great as it was in 1883 ; the percentage of increase of ordinary mail-matter handled in 1883 over 1882 being 15.96, and of registered matter 9.65 per cent.

F<sup>f</sup> is a statement showing in detail the correctness of the distribution by divisions ; by which it appears that the number of errors in distribution was 1,167,223 in a total distribution of 4,519,661,900 pieces, or one error to each 3,872 pieces handled ; being at the rate of 299 errors per clerk per annum. During the preceding fiscal year there was one error to each 4,153 pieces handled. It will thus be seen that the relative number of errors during the last fiscal year was a trifle greater than during 1883. Yet it will be seen that this increase is so slight that the average per cent. of mail correctly handled is about the same as last year, viz, 99.71.

Table G<sup>g</sup> shows the number of errors in distribution by post-offices of the first and second classes in the various divisions, giving in detail the number of errors made by each of the offices mentioned in the table.

It would appear from this table that the showing in regard to errors is a little less favorable than in 1883. This, however, is explained by the fact that the system of checking errors has become much more thorough than formerly ; at present all errors made being carefully checked, counted, and reported. This also applies to Table F<sup>f</sup>.

## CASE EXAMINATIONS.

Table H<sup>h</sup> is a statement of case examinations of postal clerks holding permanent appointments, by which it appears that there were 4,903 case examinations during the year, and that the number of cards handled was 5,028,492, of which number 3,927,290 were thrown correctly, being an average of 78.10 per cent.

Table I<sup>i</sup> is a statement of the case examinations of probationary postal clerks. It appears from this table that there were 3,463 examinations, and that the number of cards handled was 3,472,105, of which 2,339,278 were thrown correctly, being an average of 67.37 per cent.

These examinations, which the clerks undergo at frequent intervals, are a test of proficiency, and the following is a brief description of the manner of conducting the same :

There is a card for each office in the State on which the examination is to be made. The name of the office is written on the card, each card representing a letter. In the State of New York, for instance, there are 3,136 post offices, and an examination on New York involves the handling of 3,136 cards. In Pennsylvania there are 3,852 post offices, and in his work in the car, as well as in the examination, a clerk is required to know where each office is located, that he may send the mail by the route that will take it to its destination in the shortest time. In other words, a case examination is simply a test by means of which the clerk's ability to distribute accurately the mail for any given State is discovered, through the use of an imaginary mail, consisting of one letter (card) addressed to every office in the State.

A small distributing case is furnished with pigeon-holes, labelled the same as the cases in the cars. The clerks are then required to distribute the cards into the boxes, after which a careful examination is made, all errors being noted, and a record of the same kept.

By this it will be seen that each clerk has his own record, which shows fully and fairly his knowledge of his distribution. There is a constant check upon incapacity, and a corresponding incentive to efficiency.

There is another system of detecting errors and determining the record of each clerk in the service. On every package of mail made up the clerk is required to place a label, upon which is his name and the imprint of his post-marking stamp. The clerk who receives the package notes all errors found therein upon the label, and forwards the same to the superintendent of the division.

By this double system of checks, first of case examination and second by noting the errors in distribution upon the cars, the railway mail service has secured a corps of skilled clerks whose special knowledge is their only capital, as invaluable to the mail service as it is to themselves.

#### MILEAGE.

Table K\* is a statement by divisions of the average daily miles run, the length of each route, and the number of crews on each line. The recapitulation shows the average daily miles run by postal clerks in each division, and the daily average miles run of all postal clerks in the service, which is 123.08 miles.

#### SEPARATION OF LETTERS FOR CITY DELIVERY.

The separation for city delivery has not made as much progress during the year as I had hoped it would, yet an examination of the tables will show that there has been an improvement during the year, and it is hoped that during the present year a still further improvement will be made.

#### NEW SERVICE.

Table L<sup>1</sup> is a statement of new service. The increase in the past year of railroad post-office service, including new service placed upon old lines, was 7,641.36 miles. This table also shows the increase in railroad service on lines upon which there was no railroad post-office service ordered.

#### CASUALTIES.

Following the tables will be found a statement of the casualties that have occurred during the past year, by which it appears that the number of casualties was 154, in which 7 postal clerks were killed, 28 seriously injured, and 60 slightly injured.

In connection with this I have appended a statement showing the amount paid to clerks who were put upon lines to fill the places of those injured while on duty. When clerks are injured while on duty it has been the practice of the Department to grant them leaves of absence with pay for a period not exceeding one year. During the past year this action has cost the Department \$5,525.55.

It will be seen by this report that there were 7 clerks killed during the year, the salaries of whom were, in all cases, immediately discontinued. It would seem but fair and just that some provision be made for

the dependent wives and minor children of clerks killed in the line of duty. Therefore, I would recommend that the Postmaster-General be authorized to pay to the widow or minor children of all clerks killed in the service, a sum equal to one year's salary of the grade to which the clerk belonged at the time of his death.

## ESTIMATES.

I append herewith a table showing the expenditures on account of railway postal clerks from 1877 to 1884.

The number of clerks in the service June 30, 1884, was 3,963; aggregate annual salary, \$3,946,018; average annual salary, \$995.71; being an increase over the preceding year of 108 clerks and \$1.56 in the average annual amount paid each clerk.

*Expenditures on account of employes of railway mail service (railway postal clerks), 1877 to 1884, and estimate for the same for 1885.*

Fiscal year ending June 30—	Railway postal clerks in service.	Increase.	Expenditures.	Increase over pre- ceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877.....	2,500		\$2,436,547 58			
1878.....	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879.....	2,609	1	2,666,315 65	169,651 83	6.79	2,571
1880.....	2,946	237	2,778,645 47	112,329 82	4.21	2,329
1881.....	3,177	231	3,069,113 97	260,468 50	9.37	2,249
1882.....	3,570	393	3,235,853 12	196,739 15	6.47	2,994
1883.....	3,855	285	3,688,032 78	452,179 66	13.97	2,264
1884.....	3,963	108	3,972,071 60	284,038 82	7.70	2,952
1885.....			*4,300,000 00	327,928 40	7.62	
1886.....			†4,601,000 00	301,000 00	7.00	

\* Appropriation.

† Estimate.

The appropriation for the present fiscal year is \$4,300,000. I estimate that this should be increased \$301,000 for the next fiscal year, which would make the appropriation \$4,601,000. This is an increase of 7 per cent. It will be seen that the increase in the distribution is 13.52 per cent. The appropriation for the year ending June 30, 1885, is 8 per cent. greater than that for 1884, but I do not think there will be as much new service during the coming year as there has been this year; consequently I do not estimate for as large an increase in the appropriation.

The law authorizes the Postmaster-General to pay clerks of class five \$1,400 per annum, and those of class four \$1,200 per annum. These salaries were paid until July 1, 1876, at which time it was found that the amount appropriated was insufficient to pay the number of clerks thus employed. It was then decided that the clerks receiving \$1,400 per annum should be reduced to \$1,300, and those receiving \$1,200 to \$1,150. There are in the service 588 clerks of class four who receive an annual salary of \$1,150. I would respectfully recommend that an additional appropriation of \$29,400 be made, so that the salaries of the clerks of class four may be increased to \$1,200 per annum, as provided by law.

There are 519 clerks who receive \$1,300 per annum each. I respectfully recommend that an additional appropriation of \$51,900 be made,

so that the salary of this class of clerks may be increased to \$1,400, as provided by law.

The increase recommended for the service and to increase the salaries would make the appropriation for the next fiscal year \$4,682,300, an increase of \$382,300 over that for the present year.

There is a class of clerks who are regularly appointed as railway post-office clerks of class 5, and detailed at certain important points, who act as, and are designated, chief clerks under section 713 of the Postal Laws and Regulations. It becomes necessary for these clerks to travel quite extensively in the discharge of their official duties. Therefore I would respectfully recommend that the Postmaster-General be authorized to pay out of the appropriation for the transportation of the mails the actual expenses of these clerks when traveling on the business of the Department, a sum not to exceed \$3 for any one day. There are at the present time 48 of these clerks so detailed.

It is a great hardship for them to be compelled to pay their own expenses, as they are at present, and I earnestly hope that they may be given the needed relief. By being compelled to pay their own traveling expenses the salary of these clerks really amounts to less than it would if they were performing service on the line to which they were appointed.

#### POSTAL CARS.

The appropriation for postal cars for the present fiscal year is \$1,625,000. I would respectfully recommend that the appropriation for the next fiscal year be \$1,875,000. This is a decided increase over last year, more apparent, however, than real. The actual increase is \$150,476. The fact is that the expenditure for railway post-office cars, on the subsidized lines, has not been charged against the appropriation, which allowed a greater expenditure. If the appropriation is made as herein recommended it will include the amount for the subsidized railroads. If the Railway Postal Car Service is continued to the end of the year at the present rate of expenditure there will be a deficiency of \$76,421.64. This should have immediate attention on the assembling of Congress. There is more service that should be established during the fiscal year; therefore I would respectfully recommend that a further appropriation of \$85,000 be made for railway postal cars for this fiscal year.

#### SPECIAL FACILITIES.

The appropriation for the fiscal year ended June 30, 1884, was \$185,000, which was expended as follows:

Route.	Railroad company.	Distance.	Amount.
		<i>Miles.</i>	
New York and Springfield .....	New York, New Haven and Hartford ....	126	\$17,647 06
The 4.35 a. m. train .....	New York Central and Hudson River ....	142	25,000 00
Philadelphia to Baltimore .....	Philadelphia, Wilmington and Baltimore ..	96	20,000 00
Bay View to Quantico .....	Baltimore and Potomac .....	80	21,900 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac ..	82	17,419 26
Richmond to Petersburg .....	Richmond and Petersburg .....	23	4,197 50
Petersburgh to Weldon .....	Petersburgh .....	64	11,680 00
Weldon to Wilmington .....	Wilmington and Weldon .....	162	29,565 00
Wilmington to Florence .....	Wilmington, Columbia and Augusta .....	110	20,075 00
Florence to Charleston Junction ...	Northeastern Railroad of South Carolina ..	95	17,337 50
Total expended .....			184,821 32
Amount unexpended .....			178 68



The appropriation for special facilities for the fiscal year ending June 30, 1885, is \$250,000. This amount will be expended as shown in the following table:

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	
New York and Springfield .....	New York, New Haven and Hartford .....	136	\$17,647 06
The 4.35 a. m. train .....	New York Central and Hudson River .....	142	25,000 00
Philadelphia to Baltimore .....	Philadelphia, Wilmington and Baltimore .....	96	20,000 00
Bay View to Quantico .....	Baltimore and Potomac .....	80	21,900 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac .....	82	17,419 28
Richmond to Petersburg .....	Richmond and Petersburg .....	23	4,197 50
Petersburgh to Weldon .....	Petersburgh .....	64	11,680 00
Weldon to Wilmington .....	Wilmington and Weldon .....	162	29,565 00
Wilmington to Florence .....	Wilmington, Columbia and Augusta .....	110	20,075 00
Florence to Charleston Junction .....	Northeastern Railroad of South Carolina .....	95	17,337 50
Charleston Junction to Savannah .....	Charleston and Savannah .....	108	19,062 00
Savannah to Jacksonville .....	Savannah, Florida and Western .....	172	30,358 00
Baltimore to Hagerstown .....	Western Maryland .....	87	15,758 50
Total expended .....			249,999 82
Amount unexpected .....			18

During the present year this service has been continued the same as during the past year, a statement of which was given in my last annual report.

The appropriation for special facilities for the present fiscal year is \$250,000. Clearly the appropriation is being used as Congress intended it should be at the time it was made, namely: to continue the fast mail service in operation during the past year, and to extend the fast mail service from Charleston Junction, South Carolina, to Jacksonville, Fla., and for the fast mail service from Baltimore to Hagerstown, Md. This makes an annual expenditure at the rate of \$251,799.50, but the appropriation for the present year is not exceeded owing to the fact that the extension from Charleston Junction to Jacksonville did not go into effect for payment until the 13th of July, and the amount allowed the Western Maryland Railroad is slightly less than the regular rate. In order to continue this service the appropriation for the next year should be \$251,799.50.

On the arrival of the fast mail at Florence, S. C., a train leaves that point at 2.40 a. m. for Columbia, S. C., and Augusta, Ga., arriving at the latter point at 10.30 a. m. Thus far the Department has been unable to make any arrangement to have this train arrive at Augusta earlier than 10.30 a. m. The train from Florence to Columbia is a regular one; undoubtedly the company would be willing to expedite it somewhat without additional compensation. If this train could be expedited so as to arrive at Augusta in time to connect the 7.40 a. m. train from Augusta to Atlanta, this mail would arrive at Augusta in time for the early delivery, and make an immediate connection for Atlanta, arriving there about 1 p. m. It would also make connection for Macon, arriving there much earlier than at present. By reason of such expedition, mail for the State of Georgia would be advanced.

Therefore, I would respectfully recommend that \$14,965 be added to the appropriation for special facilities, to be expended on the Charlotte, Columbia and Augusta Railroad, between Columbia, S. C., and Augusta, Ga. The compensation to this company for carrying the mails by weight is comparatively small, for the reason that the weight of mail carried on Southern routes is much less than on the Northern lines, and there is no comparison in the amount of compensation received, even though special facilities are added.

During the year the service has been very much improved in general, and this is especially true of some of the trunk lines. Formerly, the fast mail train that left New York on the New York Central Railroad was continued fast as far as Toledo, Ohio, where there was a delay of nearly three hours, and from that point to Chicago the cars were taken on a comparatively slow passenger train. Commencing Sunday, March 9, 1884, these cars have been run through to Chicago on a special fast mail train, arriving there at 12.35 a. m., making an average of about 35 miles an hour from New York to Chicago. The Hon. Postmaster-General made arrangements with the Chicago, Burlington and Quincy Railroad Company whereby fast service was established on that line, commencing Tuesday, March 11, 1884, between Chicago, Ill., and Union Pacific Transfer, Iowa, leaving Chicago at 3 a. m., and arriving at Omaha about 7 p. m. of the same day.

The Central and Union Pacific Railroad Companies, at the request of the Hon. Postmaster General, changed their schedules so that the mails arrived at San Francisco about 7.40 a. m., on the evening departure from New York, being five days and eleven hours in transit, which was a reduction in time in transit of a little more than one day from New York to San Francisco. However, since the arrangement went into operation, the Central Pacific Railroad Company have again changed their schedule so that the mail which did arrive at San Francisco at 7.40 a. m. now arrives at about 11.10 a. m.

It seems probable that the Hon. Postmaster-General will soon be able to have the fast mail arrive at Omaha much earlier than it now does, and have a special carriers' delivery in the business part of the city immediately on arrival, before the close of the business day. This will also apply to Council Bluffs, Iowa, as that place can be reached earlier than Omaha.

With an earlier arrival it is probable that an earlier departure and sufficient expedition can be secured from the Union Pacific Railroad to have the mail arrive at San Francisco about 7 a. m. With the separation of the San Francisco city letter mail that is now made on the cars and the station at the foot of Market street, the city mail can be delivered immediately on arrival in sufficient time to get replies for the east bound mail of the same day, which will be equal to a saving of one day between the cities of New York and San Francisco.

The Hon. Postmaster-General also made an arrangement with the Chicago, Milwaukee and Saint Paul Railroad Company, commencing Thursday, March 13, 1884, to run a fast mail train, to leave Chicago at 3 a. m., arrive at Saint Paul at 3.30 a. m., and at Minneapolis at 4 p. m., which, taken in connection with the fast mail from New York to Chicago, makes a reduction of one day in the time in transit.

In all of the fast service established there was no increase in cost to the Department. The only compensation that the companies receive is that regularly allowed by law. It is, however, fair to say that it is probable that the companies feel satisfied with this arrangement for the reason that all through mails are thus massed on these lines, which gives them a much heavier mail than would be given them if it was carried on different lines or slower trains. The fast mail under the present schedule arrives at Saint Paul at 3.27 p. m. The question of an earlier arrival is under consideration, and there is a fair prospect of this being secured.

The Northern Pacific through-mail train for Portland, Oreg., leaves Saint Paul on the arrival of the fast mail, so that Portland gets its eastern mail one day earlier by reason of this fast service. Intermediate points

(Saint Paul to Portland) are benefited to as great an extent as Portland.

In addition to the fast mail on the Chicago, Burlington and Quincy Railroad, the Hon. Postmaster-General made arrangements with the Illinois Central Railroad Company whereby its schedule was changed so as to connect both north and south at Mendota, Ill., and their through train extended from Freeport, Ill., to Dubuque, Iowa, where it connects with a train for La Crosse, Wis. This makes a delivery of important mail north of Mendota, and a line passing south from that point connects with east and west lines as far south as Centralia, Ill., and serves the State of Illinois from six to eight hours earlier than was done prior to the establishment of this service.

The city mail for Saint Paul, Minn., is separated on the fast mail for carriers' delivery before arrival, and the mail is given to the carriers in their pouches at the depot, and delivered in nearly the entire business portion of the city before 4 p. m. This is the first office that has received its city mail at the depot and commenced the delivery at once without the delay necessary to go through the city post-office. The mail for Minneapolis, Minn., is also assorted on the cars, and the carriers begin the delivery immediately upon the arrival of the train.

The establishment of this fast mail system is a vast improvement over the old service on slow passenger trains that were subject to frequent delays and failures to connect. The mails are now carried on special mail trains that have the right of way over all others, and are rarely behind time. A record is kept in this office so that it is known exactly what time is being made from day to day.

The train from Boston that connects the fast mail at Albany leaves the former city at 6 p. m., after the arrival of all New England mail trains at Boston. There is a railway post-office on the train from Boston to Albany, so that there is continuous railway post-office service from Vanceborough, Me., to San Francisco, Cal., via Omaha and via Saint Paul to Portland and Astoria, Oreg., and Port Townsend, Wash. Ty., these being the most westerly points. This is one and the same line as far as Chicago, at which point one line diverges to the northwest, via Saint Paul, and the other continues west to San Francisco, via Omaha.

The time in transit is as follows:

Boston—To Buffalo, 15 hours; to Cleveland, 19 hours; to Toledo, 23 hours; to Chicago, 30 hours 30 minutes; to Milwaukee, 35 hours; to Saint Paul, 46 hours 30 minutes; to Minneapolis, 47 hours; to Portland, 5 days 18 hours.

New York—To Buffalo, 12 hours; to Cleveland, 16 hours 30 minutes; to Toledo, 20 hours; to Chicago, 27 hours 30 minutes; to Milwaukee, 32 hours; to Saint Paul, 40 hours 30 minutes; to Minneapolis, 41 hours; to Portland, 5 days 15 hours; to Dubuque, 37 hours; to Burlington, 35 hours; to Omaha, 46 hours; to San Francisco, 5 days 15 hours.

Formerly, the mail train was as a rule the slowest train on the line, but now the mails are being carried upon fast trains that do not stop at way stations, and the mail is thrown off and caught without slackening the speed of the train, so that each and every place is equally benefited.

There is another fast train that leaves New York at 4.35 a. m. and arrives at Chicago the following day at 10.11 a. m., making connection with all the great western lines leading out of the latter city.

There is still another system of fast mail service between New York, Pittsburgh, Chicago, Columbus, Indianapolis, Saint Louis, Cincinnati, and the South via lines leading from the last-named city. These trains leave New York in close connection with those from Boston at 4.35 a. m., 6 p. m., and 7.30 p. m. The morning run delivers mail at Chicago the next day at 10.20 a. m., where all important connections are made. It

arrives at Saint Louis the evening of the day after leaving New York, and makes all the connections, including that of the through line to Texas. This train also arrives at Cincinnati in time for an early morning delivery and makes connection with all lines out of that city.

The 7.30 p. m. train out of New York arrives at Pittsburgh the following day at 8.15 a. m.; Columbus at 3 p. m.; Cincinnati, 8 p. m.; Chicago and Saint Louis, 5.30 a. m. and 7.30 a. m., respectively, of the second day, being only 36 hours in transit to Saint Louis. At each of the last-named cities connections are made, so that there is continuous railway post-office service from Boston, New York, Philadelphia, and Washington, via Saint Louis, to San Antonio, Tex., Denver, Colo., and to San Francisco via the Southern Pacific Railroad. This system is large and important, serving a vast extent of country with a fast mail service.

There is also a double daily railway post-office line between Baltimore, Md., and Saint Louis, Mo., via Cincinnati, that carries a large mail and makes a Chicago connection at Grafton, W. Va. At Cincinnati and Saint Louis all connections are made for the South and West.

The extension of the Atlantic coast fast mail from Charleston Junction, S. C., to Jacksonville, Fla., where it arrives at 12 noon, is the perfection of a system that gives the coast-line cities quick and rapid communication, and this service is now practically a coast-line service from Halifax on the east to New Orleans, where it connects with a system of trains for Mexico and San Francisco.

The present time in transit is as follows:

Boston to Jacksonville, 41 hours 30 minutes; New York to Jacksonville, 31 hours 30 minutes; Washington to Jacksonville, 25 hours; Boston to New Orleans, 61 hours; New York to New Orleans, 50 hours; Washington to New Orleans, 44 hours 40 minutes.

West of Way Cross, Ga., the mail is carried on an ordinary passenger train, and arrives at New Orleans at 7.45 a. m.

This service should not only be continued, but extended and perfected, to the end that the people may have the advantages of a service that will continue to be of incalculable benefit to them.

During the year a railroad has been completed from El Paso, Tex., to Mexico City, Mexico, whereby mails are exchanged with that Republic with far greater facility than they have been heretofore.

In concluding this report I desire to express my thanks to all connected with the service for the prompt and efficient manner in which they have discharged their duties.

Very respectfully,

W. B. THOMPSON,  
*General Superintendent Railway Mail Service.*

Hon. HENRY D. LYMAN,  
*Second Assistant Postmaster-General.*

TABLE A\*.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds	
Abbotsford and Eau Claire, Wis.	6	65.21	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65.41	395	\$3,691 08
Aberdeen and Mitchell, Dak.	6	129.47	Aberdeen, Ashton, Dakota (Chi., Mil. and St. Paul).	35012 <sup>1</sup>	72.72	174	1,398 78
			Ashton, Mitchell, Dakota (Chi., Mil. and St. Paul).	35017	95.88	609	6,558 19
Addison, N. Y., and Gaines, Pa. <sup>2</sup>	2	41.48	Addison, N. Y., Gaines, Pa. (A. and No. Penn.).	6122	41.25	200	1,763 43
Adrian, Mich., and Fayette, Ohio.	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	6052.	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24038 <sup>2</sup>	24.83	183	1,061 98
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Hudson Canal Co., Susq. Div.).	6028	143.23	1,414	14,695 39
<i>Albany and New York, N. Y.</i>	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011	( <sup>7</sup> )	.....	( <sup>7</sup> )
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Syracuse, Rochester, N. Y. (N. Y. C. and H. R., Aub. Div.).	6013	104.00	4,046	16,361 28
Albany, Kingston, and New York, N. Y. <sup>12</sup>	2	146.27	Albany, New York, N. Y. (N. Y., West Shore and Buff.).	6129	142.27	.....	Not fixed.
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. and W. Ry.).	15018.	58.00 <sup>13</sup>	381	5,990 32
Albert Lea, Minn., and Angus, Iowa.	6	151.53	Albert Lea, Minn., Angus, Iowa (Minn. and St. Louis).	26021 <sup>16</sup>	151.53	1,168	13,992 29
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Bur., C. Rap. and North.).	27001	253.82	1,451	26,475 96
Albia, Iowa, and Moberly, Mo. <sup>19</sup>	7	129.87	Albia, Centreville, Iowa (W., St. L. and P.).	27060.	26.73 <sup>20</sup>	168	1,142 76
			Centreville, Iowa, Glenwood Junc., Mo. (W., St. L. and P.).	28015.	( <sup>21</sup> )	.....	( <sup>21</sup> )
			Glenwood Junc., Moberly, Mo. (W., St. L. and P.).	28007.	82.14 <sup>22</sup>	1,395	8,357 74
Albuquerque, N. Mex., and Needles, Cal. <sup>23</sup>	7	574.87	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574.70	692	33,016 51
Albuquerque, N. Mex., and El Paso, Tex. <sup>24</sup>	7	255.69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	39006.	178.30 <sup>25</sup>	3,854	27,440 37
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.45	152	3,310 96
Alexandria and Round Hill, Va.	3	50.61	Alexandria, Round Hill, Va. (Wash., Ohio and Western).	11004	52.20	411	2,990 53
Alexandria and Strasburgh, Va.	3	88.49	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.).	11003	62.55	406	3,583 48
			Alexandria, Manassas, Va. (Va. Midland).	11002.	( <sup>27</sup> )	.....	( <sup>27</sup> )
Allentown and Harrisburgh, Pa.	2	91.66	Allentown, Harrisburgh, Pa. (E. P. and L. V. Brea. P. and R.).	8073	89.51	2,062	11,576 99

<sup>1</sup> Balance of route, Ellendale to Aberdeen, Dak. (37.40 miles), covered by closed pouches. (See Table C.) Service on this line was established this year.

<sup>2</sup> Formerly Addison and Westfield R. P. O.; increase, 13.90 miles, July 27, 1883.

<sup>3</sup> Car in reserve.

<sup>4</sup> Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles). Shown in report of New York and Chicago R. P. O.

<sup>5</sup> Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.

<sup>6</sup> 1 helper Albany to Maryland, 70 miles, and return.

<sup>7</sup> 142 miles covered by the New York and Chicago R. P. O. Double daily service, except Sundays, when a half round trip is performed.

<sup>8</sup> 1 chief clerk superintendent's office, New York, N. Y.; 2 clerks superintendent's office, New York, N. Y.; 1 clerk to dormitory, New York P. O.; 4 clerks to transfer duty, Albany, N. Y.; 2 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

<sup>9</sup> 147.50 miles covered by New York and Chicago R. P. O.

<sup>10</sup> 1 reserve car.

<sup>11</sup> 2 helpers between Albany and Syracuse; 1 clerk to office superintendent, 2d division; 2 clerks to transfer duty at Rochester, N. Y.; 2 clerks to transfer duty at Syracuse, N. Y.; 1 clerk to Suspension Bridge and Buffalo R. P. O.

<sup>12</sup> Cars and clerks shown on route 6011.

poration in the United States on June 30, 1884.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	9	20	10	20	6	40,822	2	15 0	7 8	1	1	1
	July 1, 1883	3	21	4	24	6	20,746	2	20 9	8 10	2	1	2
	Nov. 1, 1883	3	24	4	21	.....	60,302						
	Mar. 15, 1883	1	14	4	12	6	25,966	<sup>22</sup>	8 3	5 5	1	1	1
	Jan. 9, 1882	126	21.40	125	21.40	6	2,651	}	1	12 0	6 7	1	1
	Apr. 4, 1883	126	21.40	125	21.40	6	18,138						
	July 1, 1881	1	24	2	23	6	89,649	2	15 0	9 0	3	1	<sup>24</sup>
\$5,680 00	Jan. 9, 1882	4	27	1	39	6 <sup>1</sup>	98,693	1	50 0		2	4	<sup>28</sup>
		28	30	32	29	6	90,990	1	15 5	8 8	2	2	
5,900 00	Jan. 9, 1882	21	29	30	26	6	92,126	<sup>103</sup>	50 0	0	4	2	<sup>116</sup>
4,160 00	Jan. 9, 1882	37	22	2	30	6 <sup>4</sup>	70,808	( <sup>12</sup> )			( <sup>12</sup> )		
Not fixed.		32	28	57	25	6	91,565	<sup>141</sup>	21 0	9 0	2	1	2
	July 1, 1880	6	19	5	18	6	36,884	1	14 8	8 3	1	1	1
	July 1, 1883	2	20	1	20	6	94,858	1	9 3	8 8	2	1	2
								1	9 4	9 0			
	July 1, 1883	2	24	1	23	6	158,466	<sup>173</sup>	22 0	9 4	4	1	<sup>126</sup>
	July 1, 1883	7	19	8	19	7	19,566	1	25 7 <sup>1</sup> / <sub>2</sub>	7 7 <sup>1</sup> / <sub>2</sub>	2	1	2
		7	19	8	19	7	15,372	1	24 6	7 6			
	July 1, 1883	7	19	8	19	7	60,127						
	Apr. 16, 1884	1	20 <sup>1</sup> / <sub>2</sub>	2	22	7	420,804	3	21 0	9 0	5	1	5
								1	14 0	9 0			
	July 1, 1882	101	20	102	19	7	130,472	2	21 3	9 4	3	1	3
	July 1, 1882	101	23	102	17	7	56,693						
	July 1, 1881	1	17.78	4	17.17	6	31,681	<sup>172</sup>	16 0	6 8	1	1	1
	July 1, 1881	56	20.70	57	19.58	6	37,810	1	41 0	8 9	2	1	2
								<sup>261</sup>	13 0	7 0			
		56	27.70	57	22.16	6	17,583						
	July 1, 1881	10	18	3	23	6	57,379	2	14 0	8 6	2	1	2
								<sup>281</sup>	14 0	8 6			

<sup>12</sup> Service established October 1, 1883.

<sup>14</sup> Part baggage-car.

<sup>15</sup> Balance of route (104.54 miles) covered by Waycross and Chattahoochee R. P. O.

<sup>16</sup> Balance of route (108.73 miles) covered by Minneapolis and Albert Lea (Minn.) R. P. O.

<sup>17</sup> One car in reserve.

<sup>18</sup> Two helpers between Burlington and La Porte City, Iowa, 135 miles.

<sup>19</sup> Reported last year as Ottumwa and Moberly; decrease distance, 1 mile.

<sup>20</sup> 67.97 miles of route 27060 covered by Des Moines, Perry and Albia R. P. O.

<sup>21</sup> Distance on route 28015 (21 miles) covered by Keokuk and Centerville R. P. O.

<sup>22</sup> 49.16 miles of route 28007 covered by closed pouch service between Ottumwa, Iowa, and Glenwood Junction, Mo. (See Table C.)

<sup>23</sup> Reported last year as Albuquerque and Williams; increased distance, 194.75 miles.

<sup>24</sup> Not reported last year; new service.

<sup>25</sup> 347 miles of route 38006, between La Junta and Albuquerque, covered by Kansas City and Albuquerque R. P. O., and 53.41 miles covered, between Rincon and Deming, by closed-pouch service. (See Table C.) Trains 101 and 102 between Rincon and El Paso.

<sup>26</sup> In reserve.

<sup>27</sup> 27.70 miles covered by Wash. and Char. R. P. O.

<sup>28</sup> Reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	
Abbotsford and Eau Claire, Wis.	6	65.21	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65.41	395	\$3,691 08
Aberdeen and Mitchell, Dak.	6	129.47	Aberdeen, Ashten, Dakota (Chi., Mil. and St. Paul).	35012 <sup>1</sup>	72.72	174	1,398 78
			Ashten, Mitchell, Dakota (Chi., Mil. and St. Paul).	35017	95.88	609	6,558 19
Addison, N. Y., and Gaines, Pa. <sup>2</sup>	2	41.48	Addison, N. Y., Gaines, Pa. (A. and N. Penn.).	6122	41.25	200	1,763 43
Adrian, Mich., and Fayette, Ohio.	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	6052	( <sup>4</sup> )		( <sup>4</sup> )
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24036 <sup>3</sup>	24.83	183	1,061 98
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Hudson Canal Co., Susq. Div.).	6028	143.23	1,414	14,695 39
<i>Albany and New York, N. Y.</i>	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011	( <sup>7</sup> )		( <sup>7</sup> )
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011	( <sup>2</sup> )		( <sup>2</sup> )
			Syracuse, Rochester, N. Y. (N. Y. C. and H. R., Aub. Div.).	6013	104.00	4,046	16,361 28
Albany, Kingston, and New York, N. Y. <sup>14</sup>	2	146.27	Albany, New York, N. Y. (N. Y., West Shore and Buff.).	6129	142.27		Not fixed.
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. and W. Rwy.).	15018	58.00 <sup>15</sup>	381	5,960 32
Albert Lea, Minn., and Angus, Iowa.	6	151.53	Albert Lea, Minn., Angus, Iowa (Minn. and St. Louis).	26021 <sup>16</sup>	151.53	1,168	13,992 28
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Burr., C. Rap. and North.).	27001	253.82	1,451	26,475 96
Albia, Iowa, and Moberly, Mo. <sup>17</sup>	7	129.87	Albia, Centreville, Iowa (W., St. L. and P.).	27060	26.73 <sup>18</sup>	168	1,142 70
			Centreville, Iowa, Glenwood Junc., Mo. (W., St. L. and P.).	28015	( <sup>21</sup> )		( <sup>21</sup> )
			Glenwood Junc., Moberly, Mo. (W., St. L. and P.).	28007	82.14 <sup>19</sup>	1,395	8,357 74
Albuquerque, N. Mex., and Needles, Cal. <sup>20</sup>	7	574.87	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574.70	692	33,016 51
Albuquerque, N. Mex., and El Paso, Tex. <sup>21</sup>	7	255.69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	38006	178.30 <sup>22</sup>	8,854	27,440 37
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.45	152	3,310 98
Alexandria and Round Hill, Va.	3	50.61	Alexandria, Round Hill, Va. (Wash., Ohio and Western).	11004	52.20	411	2,990 58
Alexandria and Strasburgh, Va.	3	88.49	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.).	11003	62.55	406	3,583 48
			Alexandria, Manassas, Va. (Va. Midland).	11002	( <sup>27</sup> )		( <sup>27</sup> )
Allentown and Harrisburgh, Pa.	2	91.66	Allentown, Harrisburgh, Pa. (E. P. and L. V. Breahe, P. and R.).	8073	89.51	2,062	11,575 99

<sup>1</sup> Balance of route, Ellendale to Aberdeen, Dak. (37.40 miles), covered by closed pouches. (See Table C.) Service on this line was established this year.

<sup>2</sup> Formerly Addison and Westfield R. P. O.; increase, 13.90 miles, July 27, 1893.

<sup>3</sup> Car in reserve.

<sup>4</sup> Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles). Shown in report of New York and Chicago R. P. O.

<sup>5</sup> Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.

<sup>6</sup> 1 helper Albany to Maryland, 70 miles, and return.

<sup>7</sup> 142 miles covered by the New York and Chicago R. P. O. Double daily service, except Sundays, when a half round trip is performed.

<sup>8</sup> 1 chief clerk superintendent's office, New York, N. Y.; 2 clerks superintendent's office, New York, N. Y.; 1 clerk to dormitory, New York P. O.; 4 clerks to transfer duty, Albany, N. Y.; 5 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

<sup>9</sup> 147.50 miles covered by New York and Chicago R. P. O.

<sup>10</sup> 1 reserve car.

<sup>11</sup> 2 helpers between Albany and Syracuse; 1 clerk to office superintendent, 2d division; 2 clerks to transfer duty at Rochester, N. Y.; 2 clerks to transfer duty at Syracuse, N. Y.; 1 clerk to Suspension Bridge and Buffalo R. P. O.

<sup>12</sup> Cars and clerks shown on route 6011.

operation in the United States on June 30, 1884.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.		Length.	Width.		
		<i>Miles.</i>			<i>Miles.</i>		<i>Ft. In.</i>	<i>Ft. In.</i>		
	July 1, 1883	9 20	10 20	6	40,822	2	15 0	7 8	1	1
	July 1, 1883	3 21	4 24	6	20,746	2	20 9	8 10	2	1
	Nov. 1, 1883	3 24	4 21		60,302					2
	Mar. 15, 1883	1 14	4 12	6	25,906	2	8 3	5 5	1	1
	Jan. 9, 1882	126 21.40	125 21.40	6	2,651	1	12 0	6 7	1	1
	Apr. 4, 1883	126 21.40	125 21.40	6	18,138					
	July 1, 1881	1 24	2 23	6	89,649	2	15 0	9 0	3	1
\$5,680 00	Jan. 9, 1882	4 27	1 39	6	98,693	1	50 0		2	4
		28 30	32 29	6	90,990	1	15 5	8 8	2	2
5,900 00	Jan. 9, 1882	21 29	30 26	6	92,126	1	50 0	0	4	2
4,100 00	Jan. 9, 1882	37 22	2 30	6	70,808	(12)			(12)	
Not fixed.		32 28	57 25	6	91,565	(11)	21 0	9 0	2	1
	July 1, 1880	6 19	5 18	6	36,884	1	14 8	8 3	1	1
	July 1, 1883	2 20	1 20	6	94,858	1	9 3	8 8	2	1
	July 1, 1883	2 24	1 23	6	158,466	(13)	9 4	9 0	4	1
	July 1, 1883	7 19	8 19	7	19,566	1	25 7	7 7	2	1
		7 19	8 19	7	15,372	1	24 6	7 6		2
	July 1, 1883	7 19	8 19	7	60,127					
	Apr. 16, 1884	1 20	2 22	7	420,804	3	21 0	9 0	5	1
	July 1, 1882	101 20	102 19	7	130,472	1	14 0	9 0		5
	July 1, 1882	101 23	102 17	7	56,693	2	21 3	9 4	3	1
	July 1, 1881	1 17.78	4 17.17	6	31,681	(12)	16 0	6 8	1	1
	July 1, 1881	56 20.70	57 19.58	6	37,810	1	41 0	8 9	2	1
		56 27.70	57 22.16	6	17,583	(11)	13 0	7 0		2
	July 1, 1881	10 18	3 23	6	57,379	2	14 0	8 6	2	1
						(11)	14 0	8 6		2

<sup>12</sup> Service established October 1, 1883.

<sup>13</sup> Part baggage-car.

<sup>14</sup> Balance of route (104.54 miles) covered by Waycross and Chattahoochee R. P. O.

<sup>15</sup> Balance of route (108.73 miles) covered by Minneapolis and Albert Lea (Minn.) R. P. O.

<sup>16</sup> One car in reserve.

<sup>17</sup> Two helpers between Burlington and La Porte City, Iowa, 135 miles.

<sup>18</sup> Reported last year as Ottumwa and Moberly; decrease distance, 1 mile.

<sup>19</sup> 67.97 miles of route 27060 covered by Des Moines, Perry and Albia R. P. O.

<sup>20</sup> Distance on route 28015 (21 miles) covered by Keokuk and Centerville R. P. O.

<sup>21</sup> 49.16 miles of route 28007 covered by closed pouch service between Ottumwa, Iowa, and Glenwood Junction, Mo. (See Table C.)

<sup>22</sup> Reported last year as Albuquerque and Williams; increased distance, 104.75 miles.

<sup>23</sup> Not reported last year; new service.

<sup>24</sup> 347 miles of route 38006, between La Junta and Albuquerque, covered by Kansas City and Albuquerque R. P. O., and 53.41 miles covered, between Rincon and Deming, by closed pouch service. (See Table C.) Trains 101 and 102 between Rincon and El Paso.

<sup>25</sup> In reserve.

<sup>26</sup> 27.70 miles covered by Wash. and Char. R. P. O.

<sup>27</sup> Reserve car.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Allentown and Pawling, Pa.	2	43.82	Allentown, Eman's Junction, Pa. (E. P. Branch P. and R.). Eman's Junction, Perkiomen Junct'n, Pa. (Perkiomen).	8073	( <sup>1</sup> )		( <sup>1</sup> )
				8056	37.60	222	\$1,639 73
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover N. H. (Boe. and Maine).	1013	28.42	379	1,555 14
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis, Annapolis Junction, Md. (Annap. and Elk Ridge).	10007	21.11	524	1,407 82
Arcadia and Cherry Vale, Kans.	7	81.69	Arcadia, Cherry Vale, Kans. (K. C., Ft. S. and G.). Weir Junct. (N. O.) Weir, Kans. (K. C., Ft. S. and G.).	33024 33043 <sup>5</sup>	73.94 8.88	335	3,856 72 No pay fixed.
Ashland and Menasha, Wis.	6	251.55	Ashland, Menasha, Wis. (Wis. Central).	25017 <sup>6</sup>	249.22	1,607	18,096 93
Ashland and Richardson, Ky. <sup>8</sup>	5	50.36	Ashland, Richardson, Ky. (Chattahoo Ry.).	20027	50.36	263	2,208 84
Ashtabula, Ohio, and New Castle, Pa. <sup>9</sup>	5	81.13	Harbor, Youngstown, Ohio. (Penn. Co.). Youngstown, Cross Cut (Penn. Co.). Cross Cut, New Castle, Pa. (Penn. Co.).	21044 21035 8029	63.95 18.82 ( <sup>10</sup> )	192 353	2,753 86 897 64 ( <sup>10</sup> )
Ashtabula and Youngstown, Ohio. <sup>11</sup>	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.). Andover, Youngstown, Ohio (L. S. and M. S.).	8045 21062	( <sup>12</sup> ) 38.89		( <sup>12</sup> ) 705 2,826 52
Atchison and Lenora, Kans.	7	293.31	Atchison, Waterville, Kans. (C. Beh. U. P.). Waterville, Greenleaf, Kans. (C. Beh. U. P.). Greenleaf, Concordia, Kans. (C. Beh. U. P.). Concordia, Lenora, Kans. (C. Beh. U. P.).	33003 (part) 33021 33022 33026	100.40 (part) 13.62 <sup>13</sup> 42.05 138.54	2,647 1,621 2,235 1,149	13,734 72 1,525 57 5,500 98 12,675 02
Atchison and Topeka, Kans.	7	51.20	Atchison, Topeka, Kans. (A. T. and S. F.).	33010	50.63 <sup>14</sup>	9,081	8,692 66
Athens and Union Point, Ga.	4	40.48	Athens, to Union Point, Ga. (Ga. R. R.).	(part) 15007	40.95	304	2,030 71
Athol and Springfield, Mass.	1	48.34	Athol, Springfield, Mass. (Boe. and Albany).	3068	47.89	291	2,334 15
Atlanta Ga., and Birmingham, Ala. <sup>17</sup>	4	167.38	Atlanta, Ga., and Birmingham, Ala. (Ga. Pacif. Ry.).	15042	166.76 <sup>15</sup>	426	9,695 42
Atlanta and Macon, Ga....	4	103.81	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.).	15012	103.80	2,619	14,199 84
Atlanta, Ga., and Montgomery, Ala.	4	175.68	Atlanta to West Point, Ga. (Atl. and W. P.). West Point, Ga., to Montgomery, Ala. (W. R. R. of Ala.).	15003 17001	86.60 86.21	5,137 4,696	14,883 07 14,299 66
Atlanta and Savannah, Ga.	4	294.08	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.). Macon, to Savannah, Ga. (Cent. R. R. of Ga.).	15012 15010	( <sup>21</sup> ) 193.44		( <sup>21</sup> ) 767 14,554 42

<sup>1</sup> Six miles covered by Allentown and Harrisburgh R. P. O.<sup>2</sup> Reserve cars.<sup>3</sup> Cars and clerks shown on route 8073; clerk records arrival and departure at Pawling by slips.<sup>4</sup> Reserve car.<sup>5</sup> Clerk runs from Weir Junction to Weir and return each way, thus doubling route 33043 each trip.

Balance of route covered by Menasha and Schleisingsville, Wis., R. P. O. (65.82 miles), and between Schleisingsville and Milwaukee, Wis.

(32.50 miles), by closed pouches. See Table "C. C."

<sup>7</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>8</sup> In report of 1883 Ashland and Peach Orchard, Ky.—Extended July 23, 1883.—Increased distance 3.70 miles.<sup>9</sup> Service between Harbor and Ashtabula by closed pouches.<sup>10</sup> Covered by lines of second division 2.23 miles, Erie and Pittsburgh R. P. O.<sup>11</sup> Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		Miles.		Miles.			Ft. In.	Ft. In.					
.....	.....	10 34	5 34	6	4,239	1 32	11 0 8 8	6 2 6 6	1 1	1	1	1	1
.....	July 1, 1881	10 22	5 22	6	23,192	( <sup>3</sup> )			( <sup>3</sup> )				
.....	July 1, 1881	252 24	257 24	6	17,791	1	11 1 9 5	6 7 6 7	1 1	1	1	1	1
.....	July 1, 1881	260 28	261 24	6	17,791	41	8 0	8 0	1 1	1	1	1	1
.....	July 1, 1883	1 23.65	2 30.65	6	13,202	1							
.....	July 1, 1883	31 20	32 20	7	54,127	1	18 1 1	8 10 1	1 1	1	1	1	1
.....	.....	31 20	32 20	7	5,670								
.....	Apr. 16, 1884	2 20	1 20	6	157,470	3	21 0	9 3	3 1	1	1	1	1
.....	July 23, 1883	42 12.34	43 12.49	6	31,478	1	10 0	6 10	1 1	1	1	1	1
.....	July 1, 1880	24 19.62	21 20.56	6	39,225	2	15 0	9 0	2 1	2	2	2	2
.....	July 1, 1880	24 21.39	21 23		10,191								
.....	.....	24 28.80	21 28.80		1,400								
.....	.....	10 14.77	5 25.96	6	15,337								
.....	July 1, 1880	10 14.77	5 25.96	6	25,165	1	17 4	9 0	1 1	1	1	1	1
.....	July 1, 1882	63 20	64 20	7	73,200	3	22 3	9 1	4 1	1	1	1	1
.....	July 1, 1882	63 20	64 20	7	10,516	1	29 4	8 4					
.....	July 1, 1882	63 20	64 20	7	30,744								
.....	July 1, 1882	63 30	64 20	7	101,242								
.....	July 1, 1883	1 22	2 22	7	37,474	102	13 5	9 4	1 1	1	1	1	1
.....	July 1, 1880	22 13	21 13	6	25,340	1	10 6	6 0	1 1	1	1	1	1
.....	July 1, 1881	6 22.89	1 19.08	6	30,260	1	10 11	6 4	1 1	1	1	1	1
.....	Jan. 1, 1884	1 24	2 24	7	122,187	108	15 0	8 6	2 1	2	2	2	2
.....	July 1, 1880	2 25	1 25	6	64,985	2	21 0	8 2	2 1	1	1	1	1
4,330 00	July 1, 1880	{ 50 29	{ 51 29	7	64,146								
.....	.....	{ 52 29	{ 53 29		64,146								
4,310 50	July 1, 1880	{ 50 29	{ 51 29	7	64,100	4	49 1		5 2	2	2	2	2
.....	.....	{ 52 29	{ 53 29		64,100								
.....	.....	52 26	51 26	7	64,985	203	25	9	4 1	4	4	4	4
.....	July 1, 1880	52 26	51 26		149,693	205	14 1	6 7					

<sup>12</sup> Shown in report of Oil City and Ashtabula R. P. O.  
<sup>13</sup> 7.00 miles of route 33,021 between Washington and Greenleaf, Kans., covered by closed pouch service. See Table C.

<sup>14</sup> 3 helpers between Atchison and Downs, Kans.

<sup>15</sup> 569.87 miles of route 33010 covered by Kansas City and Pueblo R. P. O. Leavenworth and Topeka R. P. O. also runs over this line between Meriden Junction and Topeka, Kans., distance 11 miles.

<sup>16</sup> 1 reserve car.

<sup>17</sup> Reported last year as Atlanta and Anniston R. P. O.

<sup>18</sup> 10 miles between Birmingham and Coalburg, Ala., covered by looked pouches.

<sup>19</sup> 1 detailed as transfer clerk at Macon, Ga.; 1 detailed to superintendent's office at Atlanta, Ga.

<sup>20</sup> 1 detailed to superintendent's office at Atlanta, Ga.

<sup>21</sup> 103.80 miles covered by Atlanta and Macon R. P. O.

<sup>22</sup> 6 reserved cars.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to south-east (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Attica and Cuba, N. Y. ....	2	59.37	Attica, Cuba., N. Y. (T. V. and Cuba).	6108	59.92	126	\$2,561 57
Auburn and Freeville, N. Y.	2	40.31	Auburn, Freeville, N. Y. (I. A. and W. Div. So. Cent.).	6076	39.70	158	1,697 17
Augusta and Atlanta, Ga. ....	4	171.59	Augusta to Atlanta, Ga. (Ga. R. R.).	15004	172.59	3,089	24,790 82
Augusta and Millen, Ga. ....	4	53.51	Augusta to Millen, Ga. (Cent. R. R. of Ga.).	15005	53.57	550	3,527 04
Augusta and Portland, Me. <sup>1</sup>	1	63.29	Augusta, Portland, Me. (Me. Central.)	46 (part)	( <sup>6</sup> )	.....	( <sup>6</sup> )
Augusta, Ga., and Port Royal, S. C.	4	112.52	Augusta, Ga., Port Royal, S. C. (P. R. and Aug.).	14010	110.77	336	5,777 76
Au Sable and Alger Junction, Mich. <sup>7</sup>	9	45.89	Au Sable, Alger Junction, Mich. (Det., B. C. and Alpena).	24057	47.35	616	3,946 58
Austin, Minn., and Mason City, Iowa.	6	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	26012	41.29	652	2,894 84
Babylon and New York ....	2	37.40	Babylon, Long Island City, N. Y. (Long Island).	6093	( <sup>8</sup> )	.....	( <sup>8</sup> )
Baldwin and Grand Rapids, Mich. <sup>10</sup>	9	74.70	Baldwin, Grand Rapids, Mich. (Chi. and West Mich.)	24026	73.98	505	4,462 02
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (W. Md.).	10006	93.20	788	7,092 52
Baltimore, Md., and Bristol, Tenn.	3	477.57	Baltimore, Hagerstown, Md. (W. Md.).	10006 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Hagerstown, Md., Roanoke, Va. (Shen. Val.).	11021	239.86	2,095	30,972 19
			Roanoke, Va., Bristol, Tenn. (N. and W.).	11013 (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
Baltimore, Md., and Grafton, W. Va.	3	293.75	Baltimore, Md., Grafton, W. Va., B. and O.).	10003 (part)	293.75 <sup>15</sup>	16,055	88,909 31
Baltimore, Md., and Lexington, Va.	3	244.53	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.13	641	5,688 02
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.54	1,489	17,616 62
Baltimore, Md., and Washington, D. C.	3	43.37	Bay View Junction, Washington, D. C. (B. and P.).	10013	( <sup>16</sup> )	.....	( <sup>16</sup> )
Bangor, Me., and Boston, Mass.	1	245.90	Bangor, Portland, Me. (Me. Central).	6	137.72	14,507	37,444 69
			Portland, Me., Boston, Mass. (Eastern).	3001	109.08	24,603	41,502 75
Bangor, Me., and Boston, Mass. (short run).	1	57.78	Portsmouth, N. H., Boston, Mass. (Eastern).	23001 (part)	( <sup>22</sup> )	.....	( <sup>22</sup> )

<sup>1</sup> reserve car. Clerk records arrival and departure at Cuba by slips.

<sup>2</sup> reserve car.

<sup>3</sup> detailed as transfer clerk at Augusta, Ga.

<sup>4</sup> This clerk runs in connection with Skowhegan and Portland R. P. O. clerks.

<sup>5</sup> Balance of route covered by Bangor and Boston R. P. O., 74.78 miles.

<sup>6</sup> Covered by Bangor and Boston R. P. O., 62.94 miles.

<sup>7</sup> Established April 18, 1884.

<sup>8</sup> 37 miles covered by Sag Harbor and New York R. P. O. (long run).

<sup>9</sup> Clerks stated in Sag Harbor and New York R. P. O.

<sup>10</sup> Reported last year as White Cloud and Grand Rapids R. P. O. Extended to Baldwin, Mich., February 20, 1884, increasing 26.85 miles.

<sup>11</sup> In reserve.

<sup>12</sup> 86.60 miles covered by Baltimore and Williamsport R. P. O.

<sup>13</sup> 1 acting clerk.

<sup>14</sup> 152.16 miles covered by Lynchburgh and Bristol R. P. O.

<sup>15</sup> Balance of route shown on Grafton and Wheeling R. P. O., 100.55 miles.

<sup>16</sup> 2 helpers between Baltimore and Washington Junction; 2 detailed to office general superintendent of railway mail service; 2 detailed to office superintendent third division of railway

*in the United States on June 30, 1884—Continued.*

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. onward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		Miles.	Miles.	Ft. In.	Ft. In.								
	July 1, 1883	32 16	81 15	6	37,165	12	8 8	5 3	1	1	1		
	Aug. 7, 1881	23 15	24 13	6	25,734	1	7 2	6 6	1	1	1		
\$4,314 75	Apr. 1, 1883	1 24	2 23	14	250,521	23	25 4	8 8	3	1	27		
	July 1, 1880	3 18	4 18			2	15 15	9 2	3	1			
		18 15	17 17	6	33,497	1	10 8	8 5	1	1	1		
		44	24.19	25	23.43	6	39,682	1	15 0	6 7	1	1	1
	July 1, 1880	1	18	2	18	7	82,139	23	10 4	6 10	2	1	2
	Jan. 15, 1884	1	18.20	4	18.20	6	5,906	1	11 3	6 6	1	1	1
	July 1, 1883	19	26	20	26	6	25,503	1	12 1	9 2	1	1	1
		14	25	33	25	6	23,412	1	12 4	6 0	1	(?)	....
	Feb. 20, 1884	38	21.17	87	21.17	6	35,694	1	13 0	8 0	1	1	1
	July 1, 1881	17	20.29	18	18.92	6	58,919	1	19 6	8	2	1	2
2,165 00		1	28.08	10	28.08	7	63,875	111	10 6	8 2	6	1	128
5,997 25	July 1, 1881	1	23.93	10	26.40	7	174,777	1	40 2	8 9			
3,804 00		1	26.90	10	28.12	7	109,975	1	44 6	9 0			
35,350 00	July 1, 1881	2	34.04	3	40.59	7	214,738	112	15 0	8 4			
		1	26.90	10	28.12	7	109,975	2	43 7	8 8	2	1	....
		4	42.18	1	38.41	7	214,738	1	48 0	9 0	4	2	1824
		6	41.08	5	42.03	7	214,738	1	50 8	6 0			
								1	51 8	9 0			
								2	51 8	9 0			
								2	50 0	8 8	4	1	
								2	48 0	8 6			
								1	50 0	9 0	4	2	
								1	50 0	8 6			
								172	48 0	8 9			
								173	50 0	8 6			
								172	51 0	8 9			
	July 1, 1881	14	24.04	13	21.06	6	51,401	2	18 0	0	4	1	4
	Mar. 19, 1884	14	21.06	13	22.06	6	101,675	2	21 0	9 0			
		57	25.56	52	26.90	6	27,150	2	14 7	8 7	1	1	1
13,772 00	July 1, 1881	64	24.83	7	24.10	6	85,931	4	60 0	9 1	4	3	1925
10,908 00	July 1, 1881	2	22.45	71	21.01	7	100,481	201	40 0	9 0	4	3	
		64	24.51	7	18.83	6	68,002						
		2	23.20	71	25.48	7	79,517						
	July 1, 1881	44	24.39	53	25.29	6	36,170	221	19 6	9 6	2	(24)	(25)
								1	19 5	8			

mail service; 1 detailed to Post Office Department; 2 transfer clerks at Washington, D. C.; 3 transfer clerks at Baltimore, Md.; 1 transfer clerk at Cumberland, Md.; 1 chief clerk at Baltimore, Md.; 1 acting clerk.

<sup>17</sup> All reserve cars; all of the 48 feet long by 9 feet wide cars are owned by O. and M. R. R. Co.

<sup>18</sup> 45.20 miles covered by New York and Washington R. P. O.

193 clerks on Bangor and Boston (short run), 57.78 miles—two weeks on and one off duty; 4 clerks as short stops between Boston, Mass., and Portland, Me., 108.80 miles (2 on day and 2 on night train); 2 clerks detailed as transfer clerks (1 at Portland and 1 at Augusta, Me.); 1 clerk

**detailed as chief clerk at Portland, Me. ; 1 clerk  
detailed to office superintendent Boston, Mass.**

20 Reserve car.

<sup>21</sup> Balance of route covered by Bangor and Boston R. P. O., 52.18 miles.

<sup>22</sup> Covered by Bangor and Boston R. P. O., 56.90 miles.

<sup>23</sup> These cars are also used by the North Conway and Portsmouth R. P. O.

<sup>24</sup> There are 3 clerks on this line; 2 crews; 2 clerks to a crew (two weeks on and one off duty), the clerk in charge running as second clerk part of the time.

<sup>25</sup> Shown in column No. 20 Bangor and Boston R.  
P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Bangor and Bucksport, Me.	1	19.24	Bangor, Bucksport, Me. (Me. Central).	13	19.41	584	\$1,311 13
Batavia and Buffalo, N. Y.	2	47.39	Batavia, Tonawanda, N. Y. (T. B. and C. Div., N. Y. C. and H. R.).	6014 (part)	36.00	196	1,539 00
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6016	( <sup>2</sup> )	.....	( <sup>2</sup> )
Bath and Lewiston, Me.	1	28.47	Bath, Brunswick, Me. (Me. Central).	11	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Brunswick, Lewiston, Me. (Me. Central).	68 (part)	15.03	729	1,105 16
Bayard and New Philadelphia, Ohio.	5	32.39	Bayard, New Philadelphia, Ohio (Penn. Co.).	21008	32.39	415	1,855 62
Bay City and Detroit, Mich. <sup>1</sup>	9	109.57	Bay City, Detroit, Mich. (Mich. Central).	24013	107.78	2,653	14,744 30
Bay City and Jackson, Mich. <sup>2</sup>	9	115.00	Bay City, Jackson, Mich. (Mich. Central).	24009 <sup>3</sup> (part)	114.51	1,207	11,455 58
Bay City, Wayne and Detroit, Mich. <sup>11</sup>	9	121.41	Bay City, East Saginaw, Mich. (F. and P. M.).	24048	13.21	1,088	1,174 63
			East Saginaw, Wayne, Mich. (F. and P. M.).	24015 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Wayne, Detroit, Mich. (Mich. Central).	24006 (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
Beardstown and Shawneetown, Ill.	6	228.85	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033	229.08	397	12,926 98
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Central).	4	33.95	455	2,061 10
Bellaire and Zanesville, Ohio. <sup>19</sup>	5	112.57	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.57	243	4,991 15
Bellevue and Cascade, Iowa	6	36.82	Bellevue, Cascade, Iowa (Chi., Mil. and St. Paul).	27053	36.29	164	1,551 40
Beloit and Solomon City, Kans.	7	57.83	Beloit, Solomon City, Kans. (Solomon).	33025	57.83	372	3,164 45
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, Trenton, (Bel. Del. Div. Penna.).	7006	67.85	888	5,453 10
			Trenton, N. J., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	( <sup>20</sup> )	.....	( <sup>20</sup> )
Bement and Effingham, Ill.	6	62.26	Bement, Shumway, Ill. (Wab., St. L. & Pac.).	23066 (part)	52.60	834	4,092 80
			Shumway, Effingham, Ill. (Wab., St. L. & Pac.).	23063	8.75	314	441 43
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (Lebanon Springs).	6054	57.80	387	3,212 52
Benson & Nogales, Ariz.	8	88.04	Benson, Nogales, Ariz. (New Mex. and Arizona).	40002	88.43	271	4,158 86
Benton Harbor, Mich., and Anderson, Ind.	5	164.97	Benton Harbor, Mich. Anderson, Ind. (Cin., Wab. and Mich.).	22022	166.81	435	9,641 79
Berlin and Salisbury, Md.	2	23.86	Berlin, Salisbury, Md. (Wico Poo).)	10009 (part)	223.62	145	1,009 75
Bethany Junction, Iowa, Grant City, Mo.	6	44.28	Bethany Junction, Iowa, Grant City, Mo. (Chi., Bur. and Q'cy).	27006 (part)	44.23	685	3,176 60

<sup>1</sup> 50 miles covered by Canandaigua and Batavia R. P. O.<sup>2</sup> 11.12 miles covered by Suspension Bridge and Buffalo R. P. O.<sup>3</sup> Cars and clerks shown on route 6,014.<sup>4</sup> Covered by Rockland and Brunswick R. P. O., 9.14 miles.<sup>5</sup> Reserve car.<sup>6</sup> Balance of route covered by Farmington and Lewiston R. P. O., 26.36 miles, and closed pouch service between Leeds Junction and Lewiston, 16.50 miles. (See Table C\*.)<sup>7</sup> One line daily except Sunday. The other daily

to May 18, 1884; since then daily except Sunday.

<sup>8</sup> One clerk detailed from Mackinaw City and Bay City R. P. O.<sup>9</sup> Double service daily except Sunday.<sup>10</sup> Balance of route (181.18 miles) covered by Mackinaw City and Bay City R. P. O.<sup>11</sup> Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with Ludington and Toledo R. P. O. gives double service between these points daily except Sunday. Also runs on route 24006, Wayne to Detroit, Mich. (18.16 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.		Length.	Width.			
		<i>Miles.</i>		<i>Miles.</i>			<i>Ft. in.</i>	<i>Ft. in.</i>			
	July 1, 1881	100 16 11	101 16 11	6	12,044	1	15 6	7 5	1	1	1
	July 1, 1881	104 17 35	105 16 58	6	12,044						
		1 12	2 13	6	22,731	1	6 0	6 0	1	1	1
		1 15	2 15	6	6,886	<sup>2)</sup>			<sup>3)</sup>		
		55 20 88	62 20 88	6	7,068	1	16 0	6 7	1	1	1
		65 20 88	74 20 88	6	7,068	<sup>4)</sup> 1	15 9	6 7			
	July 1, 1881	55 11 64	62 21 15		10,755						
		65 19 40	74 21 15		10,755						
	July 1, 1880	51 21 60	52 21 60	6	20,276	1	14 10	8 4	1	1	1
	Apr. 4, 1883	202 25 41	203 25 41	6	78,671	1	16 1	8 10	<sup>5)</sup> 2	1	3
		204 25 41	201 25 41	6	68,591	2	15 6	9 4	<sup>6)</sup> 2	1	3
\$1,184 70	Oct. 1, 1883	72 24 47	73 21 41	6	71,990	1	16 10	8 7	3	1	3
		74 21 41	71 22 34	6	71,990	1	17 0	8 11			
	Apr. 4, 1883	5 25 86	2 28 39	6	3,991	1	20 0	8 10	2	1	<sup>(12)</sup>
	Apr. 4, 1883	5 25 86	2 28 39	6	56,653						
	Apr. 4, 1883	5 25 86	2 28 39	6	11,368						
	July 1, 1883	<sup>16</sup> 20 18	21 19	6	96,404	1	<sup>16</sup> 16 7 <sup>1)</sup>	9 3	4	1	4
		<sup>16</sup> 22 17	23 18	6	46,542	1	<sup>16</sup> 16 3	9 4 <sup>1)</sup>			
						1	<sup>16</sup> 14 4	9 6			
						1	<sup>17</sup> 14 8	8 11			
	July 1, 1881	87 16 55	86 17 26	6	21,252	1	14 0	7 0	1	1	1
		89 14 70	88 18 01	6	21,252	1	<sup>18</sup> 12 0	7 0			
	Dec. 15, 1883	22 10 39	23 10 23	6	52,633	2	12 0	7 8	2	1	2
	July 1, 1883	25 9	26 9	6	22,736	1	7 2	5 10	1	1	1
						<sup>19)</sup> 1	12 7	7 6			
	July 1, 1882	142 12	141 12 50	7	42,231	1	14 0	8 0	1	1	1
	July 1, 1881	573 28	554 29	6	42,507	1	15 6	8 2	1	1	1
		49 25	54 25	6	21,682	<sup>19)</sup> 2	12 0	6 2	<sup>(21)</sup>		
	July 1, 1883	85 15	84 15	6	33,497	1	15 0	9 8	1	1	1
	July 1, 1883	85 15	84 15	6	5,478						
	July 1, 1881	4 16	5 21	6	36,177	1	10 0	6 2	1	1	1
	Nov. 20, 1882	1 11 64	2 11 07	7	64,445	<sup>19)</sup> 3	20 0	9 2	2	1	<sup>22)</sup>
	Apr. 1, 1883	1 25 16	2 24 43	6	136,265	2	15 0	9 0	2	1	2
	July 1, 1881	1 17	2 13	6	14,937	1	9 1	6 7	1	1	1
	July 1, 1883	41 20	42 20	6	27,719	1	11 0	7 1	1	1	1

<sup>12</sup> Clerks appointed to Ludington and Toledo R. P. O.<sup>13</sup> Shown in report of Ludington and Toledo R. P. O.<sup>14</sup> Shown in report of Detroit and Chicago R. P. O.<sup>15</sup> Beardstown to Flora.<sup>16</sup> Flora to Shawneetown.<sup>17</sup> One reserve.<sup>18</sup> Reserve car.<sup>19</sup> In report of 1883 Bellaire and Woodfield, Ohio, extended October 1, 1883, to Summerfield; increased distance 17.29 miles. Extended December 15, 1883, to Zanesville, Ohio; increased distance 52.62 miles.<sup>20</sup> 32.64 miles covered by New York and Washington R. P. O.<sup>21</sup> Cars and clerk shown on route 7008.<sup>22</sup> Balance of route (152.66 miles) covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and between Shumway and Altamont, Ill. (10.53 miles) by closed pouches. See Table "C. C."<sup>23</sup> See Colton and National City R. P. O. for additional clerk.<sup>24</sup> Balance of route, 7.06 miles, covered by closed pouch service. See Table C.<sup>25</sup> Balance of route (50.45 miles) covered by Chariton, Iowa, and Albany, Mo., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail, whole distance per day.	Annual pay June 30, 1894, for transportation.
Bethlehem and Philadelphia, Pa.	2	157.60	Bethlehem, Philadelphia, Pa. (N. P. Div. P. and R.).	8004	56.52	<i>Pounds.</i> 2,926	\$7,973 84
Big Rapids and Detroit, Mich. <sup>4</sup>	9	190.70	Big Rapids, Ionia, Mich. (Det., Lans. and Northern). Ionia, Detroit, Mich. (Det. Lans. and Northern).	24016 24017	68.09 ( <sup>6</sup> )	439	4,424 48 ( <sup>6</sup> )
Big Rapids and Holland, Mich. <sup>7</sup>	9	91.63	Big Rapids, Muskegon, Mich. (Chi. & West Mich.). Muskegon, Holland, Mich. (Chi. and West Mich.).	24022 24021 <sup>18</sup>	56.14 35.50	352 1,264	2,975 98 3,430 01
Billings and Helena, Mont.	6	240.25	Billings, Helena, Mont. (North Pac.).	26001 <sup>19</sup>	238.50	1,392	No pay fixed.
Binghampton and New York, N. Y.	2	209.20	Binghamton, N. Y., Washington, N. J. (Del., Lack. and West'n). Dauville, Washington, N. J. (Del., Lack. and West'n). Hoboken, Danville, N. J. (Del., Lack. and West'n).	8019 <sup>11</sup> 7013 7028	139.36 ( <sup>12</sup> ) 34.17	1,504 ( <sup>12</sup> )	14,894 80 ( <sup>12</sup> )
Bismarck, Dak., and Glendive, Mont. <sup>14</sup>	6	220.96	Bismarck, Dak., Glendive, Mont. (North Pac.).	26001 <sup>18</sup>	220.70	1,392	22,796 10
Blanchard and Oldtown, Me.	1	64.03	Blanchard, Oldtown, Me. (Bang. and Piscataquis).	14	64.03	953	5,310 64
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chic. and Alton).	23018	111.27	1,811	13,319 02
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. and Pac.).	23025	50.01	1,643	5,644 12
Boone and Des Moines, Iowa.	6	43.30	Boone, Des Moines, Iowa. (St. L., Des M. and North.).	27081	43.30	190	1,851 07
Boonville and Versailles, Mo. <sup>20</sup>	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.).	28008	44.69	250	2,063 34
Boston Corners and Poughkeepsie, N. Y. <sup>21</sup>	2	38.06	Boston Corners, Poughkeepsie, N. Y. (Pough., Hart. and Bost.).	6079	38.33	177	1,623 61
<i>Boston, Mass., and Albany, N. Y.</i>	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Albany).	3025	202.06	38,966	107,803 05
<i>Boston, Mass., and Albany, N. Y. Short run.</i>	1	99.44	Boston, Springfield, Mass. (Bos. and Albany).	3025 <sup>22</sup>	( <sup>22</sup> )	.....	( <sup>22</sup> )
Boston, Clinton, and Fitchburgh, Mass.	1	59.48	Boston, South Framingham, Mass. (Bos. and Albany). South Framingham, Fitchburgh, Mass. (Old Colony).	3025 <sup>23</sup> 3051 <sup>11</sup>	( <sup>23</sup> ) 34.72	..... 894	( <sup>23</sup> ) 2,790 45
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitchburgh). Ayer, Mass., Greenville, N. H. (Fitchburgh).	3021 <sup>22</sup> 3024	( <sup>22</sup> ) 23.63	..... 466	( <sup>22</sup> ) 1,466 97

<sup>1</sup> Distance run on trains 1, 10, and 14, 57.60 miles.<sup>2</sup> Inward train, two (2) clerks; outward train, one (1) clerk.<sup>3</sup> Clerk shown on train 1.<sup>4</sup> Reserve car.<sup>5</sup> Runs on route 24017, Ionia to Detroit, Mich. (122.73 miles), and with Howard and Detroit R. P. O. gives double service between these points daily except Sunday.<sup>6</sup> Shown in report of Howard City and Detroit R. P. O.<sup>7</sup> In connection with Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles) daily except Sunday.<sup>8</sup> 44.99 miles of route covered by Pentwater and Muskegon R. P. O. and 127.69 miles of route covered by Grand Rapids and La Crosse R. P. O.<sup>9</sup> Balance of route (1,040.54 miles) covered by St.

Paul, Minn., and Bismarck, Dak., Bismarck, Dak., and Glendive, Mont., Glendive and Billings, Mont., and Helena, Mont., and Spokane Falls, Wash. T. &amp; P. O. This line was reported last year as Billings and Livingston, Mont., R. P. O. Increased distance ran this year 124.33 miles.

<sup>10</sup> These cars run through to Portland, Oregon, from St. Paul, Minn.<sup>11</sup> Balance of route (5.20 miles) covered by closed pouch service. See Table C.<sup>12</sup> 33.48 miles covered by New York, Dover and Easton R. P. O.<sup>13</sup> Cars and clerks shown on route 8019.<sup>14</sup> This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O. Divided this year into Bismarck, Dak., and Glendive, Mont., and Glendive and Billings, Mont., R. P. O.'s.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.		Length.				
			Miles.		Miles.			Pt. In. Pt. In.			
.....	July 1, 1881	8 28	1 25	6	36,072	1	15 0	8 4	1	2	3
		14 25		3	17,886	1	15 0	8 4	(2)		
		10 36	15 24	6	36,072	1	15 0	8 4	1	1	
.....	Sept. 15, 1880	4	21.48	7	21.48	2	15 0	8 4	3	1	3
					42,586		20 0	8 10			
.....	Sept. 15, 1880	4	21.48	7	21.48	6					
					76,791						
.....	Apr. 4, 1883	30	20.15	31	14.51	6		11 0	9 0	2	2
					34,743						
.....	Apr. 4, 1883	30	20.15	13	14.51	6					
					22,617						
.....	July 1, 1883	1	21	2 22	7	175,863	102	24 0	9 2	4	4
.....	July 1, 1881	2	26	1 24	6	87,979	2	20 0	9 0	3	6
.....		2	28	1 28	6	20,899	(13)			(13)	
.....	July 1, 1881	2	26	1 26	6	22,092	(13)			(13)	
.....	July 1, 1883	1	20	2 20	7	161,743	102	24 0	9 2	4	4
.....	July 1, 1881	4	18.84	1 19.32	6	40,082	1	14 0	9 0	1	1
							171	10 0	9 0		
.....	July 1, 1883	6	21	5 21	6	69,329	101	40 0	8 11 1/2	2	2
							191	19 6	9 2		
.....	July 1, 1883	43	25	42 25	6	31,306	1	12 0	9 6	1	1
.....	July 1, 1883	2	19	1 19	6	27,106	1	7 6	5 9	1	1
.....	July 1, 1883	50	11	51 11	6	27,975	1	10 4	7 5	1	1
.....	July 1, 1881	3	12	2 14	6	23,826	1	9 3	6 10	1	1
							171	7 2	6 10		
\$12,689 65	July 1, 1881	1	25.26	32 20.07	6	127,234	1	27 10	8 7	24	3 237
							241	28 6	8 6		
		49	28.53	56 28.32	6 1/2	138,007	2	56 7	8 9	24	4
							171	27 7	8 7		
1,726 62	July 1, 1881	109	23.67	24 26.30	6	62,249	1	27 9	8	2	(2)
.....	July 1, 1881	7	22.73	443 24.48	6	13,997	1	14 0	6 0	1	1
							171	14 0	6 6		
.....	July 1, 1881	7	26.83	443 25.30		23,237					
.....	July 1, 1881	74	25.38	137 24.88	6	22,848	1	8 9	6 3	1	1
							171	15 10	8 11		
.....	July 1, 1881	74	23.53	137 19.60	6	14,917					

<sup>15</sup> Balance of route (1,058.34 miles) covered by Saint Paul, Minn., and Biemarck, Dak., Glendive and Billings, Mont., Billings and Helena, Mont., and Helena, Mont., and Spokane Falls, Wash. T'y, R. P. O's.

<sup>16</sup> Cars run through from Saint Paul to Portland, Oreg.

<sup>17</sup> Reserve car.

<sup>18</sup> Whole car.

<sup>19</sup> Reserve.

<sup>20</sup> Not reported last year; new service.

<sup>21</sup> Formerly Millerton and Poughkeepsie R. P. O. Decrease 6.60 miles July 26, 1883, which are covered by State Line and Rhinecliff, R. P. O.

<sup>22</sup> A. M. run.

<sup>23</sup> Four clerks on Boston and Albany R. P. O. short run, 99.44 miles. One clerk detailed as chief clerk Boston, Mass.; 2 clerks detailed to office Superintendent, Boston, Mass.; 2 clerks as short stops on Boston and Albany R. P. O. short run.

<sup>24</sup> Parts of car.

<sup>25</sup> P. M. run.

<sup>26</sup> Balance of route covered by Boston and Albany R. P. O., 103.43 miles. These clerks record arrival and departure at depot at Springfield, Mass.

<sup>27</sup> Covered by Boston and Albany R. P. O., 98.63 miles.

<sup>28</sup> Shown in column No. 20, Boston and Albany R. P. O.

<sup>29</sup> Balance of route covered by Boston and Albany R. P. O., 180.85 miles.

<sup>30</sup> Covered by Boston and Albany R. P. O., 21.21 miles.

<sup>31</sup> Balance of route covered by Lowell and Taunton R. P. O., 37.16 miles, and closed pouch service between Taunton and New Bedford, 20.88 miles. (See Table C.)

<sup>32</sup> Balance of route covered by Boston and Troy R. P. O., 69.64 miles.

<sup>33</sup> Covered by Boston and Troy R. P. O., 36.07 miles.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Boston, Mass., and Hopewell Junction, N. Y.	1	215.28	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.).	3034	85.80	8,308	\$17,679.94
			Willimantic, Conn., Hopewell Junction, N. Y. (N. Y. and N. Eng.).	5007 <sup>b</sup> (part)	129.08	755	15,682.54
Boston, Mass., and Hopewell Junction, N. Y. Short run.	1	118.80	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.).	3034	( <sup>c</sup> )	.....	( <sup>c</sup> )
			Willimantic, Hartford, Conn. (N. Y. and N. Eng.).	5007 <sup>b</sup> (part)	( <sup>c</sup> )	.....	( <sup>c</sup> )
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Lowell, Mass. (Bos. and Low.).	3016	( <sup>d</sup> )	.....	( <sup>d</sup> )
			Lowell, Mass., Nashua, N. H. (Bos. and Low.).	3073	( <sup>e</sup> )	.....	( <sup>e</sup> )
			Nashua, Greenfield, N. H. (Bos. and Low.).	1011	26.39	715	1,932.56
			Greenfield, Keene, N. H. (Man. and Keene).	1017	29.84	172	1,275.66
Boston, Mass., and New York, N. Y. Short run.	1	135.73	Springfield, Mass., New York, N. Y., N. H. and Hart.).	5005	( <sup>f</sup> )	.....	( <sup>f</sup> )
Boston, Mass., and Providence, R. I.	1	45.06	Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	( <sup>g</sup> )	.....	( <sup>g</sup> )
Boston, Mass., Providence, R. I., and New York, N. Y.	1	233.07	Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	44.19	16,352	9,256.92
			Providence, R. I., New London, Conn. (N. Y., Prov., and Bos.).	4002	62.10	17,626	13,858.23
			New London, New Haven, Conn. (N. Y., N. H., and H.).	5004	51.71	17,714	11,760.40
			New Haven, Conn., New York, N. Y. (N. Y., N. H., and H.).	5005 <sup>h</sup> (part)	( <sup>h</sup> )	.....	( <sup>h</sup> )
Boston, Springfield, Mass., and New York, N. Y.	1	235.17	Boston, Springfield, Mass. (Bos. and Albany).	3025 <sup>i</sup> (part)	( <sup>i</sup> )	.....	( <sup>i</sup> )
			Springfield, Mass., New York, N. Y. (N. Y., N. H., and H.).	5005	135.59	55,373	91,352.40

<sup>1</sup> On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run next morning. On the Boston and Hopewell Junction short run there are 5 clerks: 1 on p. m. west to Hartford, Conn., and 2 on a. m. east, the clerk in charge doubles the road every day—every other week off; the second clerk runs two-thirds of the time (4 clerks on Boston and Hopewell Junction R. P. O.; 5 clerks on Boston and Hopewell Junction short run); 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.

<sup>2</sup> Balance of route covered by Providence and Willimantic R. P. O., 58.50 miles. These clerks register at depot at Hopewell Junction, N. Y.

<sup>3</sup> Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.

See foot-notes Boston and Hopewell Junction R. P. O.

<sup>4</sup> Balance of route covered by Boston and Hopewell Junction R. P. O., 92.07 miles, and Providence and Willimantic R. P. O., 58.50 miles.

<sup>5</sup> Covered by Boston and Hopewell Junction R. P. O., 31.50 miles.

<sup>6</sup> Covered by Saint Albans and Boston R. P. O., 26.02 miles.

<sup>7</sup> Reserve car.

<sup>8</sup> Covered by Saint Albans and Boston R. P. O., 14.77 miles.

<sup>9</sup> Covered by Boston, Springfield and New York R. P. O., 135.59 miles.

<sup>10</sup> Shown in column 20, Boston, Springfield and New York R. P. O. These clerks register at depot at Springfield and New York. Four clerks as short stops, New York to Springfield and return, 3 days, and New York to Wallingford and return, 3 days.

<sup>11</sup> Reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars of cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.		Length.	Width.			
	July 1, 1881	47	Miles. 28.92	32	Miles. 27.82	6	53,710	1 18 2 8 11	4	1	(11)
	Mar. 6, 1882	47	26.16	32	27.36		81,022	1 21 8 9 3			
		61	24.05	66	25.44	6	54,336	1 18 2 8 11	2	(4)	(4)
		61	21.97	66	25.20		19,719	1 17 4 9 0			
		21	25.09	276	28.35	6	16,132	1 14 2 7 0	2	1	2
		21	25.07	276	20.29		9,090	1 13 5 6 10			
	July 1, 1881	21	23.56	276	25.47		16,489				
	July 1, 1881	21	22.72	276	22.15		18,523				
\$4,806 66		34	30.16	5	25.13	6	84,066	1 34 8 8 6	4	2	(11)
		a. m. 27.78	a. m. 25.62	6	28,207	1 31 0 8 8			2	1	13
		p. m. 26.40	p. m. 24.00	6	28,207	1 15 0 6 4					
3,402 63	July 1, 1881	A	31.05	B	29.32	7	32,684	2 55 0 8 8	4	4	120
3,105 00	July 1, 1881	A	25.59	B	31.47	7	45,794				
3,878 25	July 1, 1881	A	29.12	B	21.72	7	38,188				
4,659 62		A	29.64	B	29.48	7	53,941				
9,863 00		13	32.87	11	33.24	6	61,742	2 55 0 8 8	4	4	285
		75	39.71	39	38.67	14	72,197	2 54 6 8 8	4	4	
		63	30.03	69	29.43	14	72,197	2 54 6 8 8	4	5	
12,559 00	July 1, 1881	13	25.60	11	33.93	6	85,475	2 55 4 8 7			
		75	38.59	39	39.34	14	90,947				
		63	29.29	69	29.82	14	90,947				

<sup>12</sup> Covered by Boston, Providence and New York R. P. O., 44.19 miles.<sup>14</sup> The a. m. south and p. m. north use 2 cars, 1 on a. m. south run and 1 on p. m. north run.<sup>15</sup> One clerk detailed to office superintendent, Boston, Mass.<sup>16</sup> Three clerks register at depot at New York, N. Y. One clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk, New London, Conn.; 1 clerk detailed as transfer clerk, Saybrook Junction, Conn.<sup>17</sup> Balance of route covered by Boston, Springfield and New York R. P. O., 62.36 miles.<sup>18</sup> Covered by Boston, Springfield and New York R. P. O., 73.23 miles.<sup>19</sup> Balance of route covered by Boston and Albany R. P. O., 103.43 miles.<sup>20</sup> Covered by Boston and Albany R. P. O., 98.63 miles.<sup>21</sup> A. M. run.<sup>22</sup> These clerks register at depot at New York, N.

Y. Eight clerks detailed to Boston and New York, short run; 4 clerks detailed to Boston and New York, as short stops (see foot-notes and columns No. 18 and 19, that line); 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerks, Boston, Mass.; 4 clerks detailed to office of superintendent, Boston, Mass.; 1 clerk detailed as transfer clerk, New Haven, Conn.; 1 clerk detailed as transfer clerk, Hartford, Conn.; 2 clerks detailed as transfer clerks, Springfield, Mass.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 1 clerk detailed as transfer clerk, Boston, Mass.; 2 clerks on day line between Hartford, Conn., and Boston, Mass., that work Boston City letters. There are two vacancies on this line, but the crews are filled by other clerks on the line.

<sup>23</sup> No apartment; mail worked in baggage car.<sup>24</sup> 4.30 P. M. messenger.<sup>25</sup> P. M. run.<sup>26</sup> Reserve car.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Boston, Mass., and Troy, N. Y.</i>	1	191.04	Boston, Greenfield, Mass. (Fitchburg).	3021	105.71	14,037	\$21,782 66
			Greenfield, North Adams, Mass. (Fitchburg).	3022	37.12	13,030	7,236 17
			North Adams, Mass., Troy, N. Y., (Troy and Bos.).	6067	48.46	14,494	9,873 72
<i>Boston and Wellfleet, Mass.</i>	1	106.56	Boston, South Braintree, Mass. (Old Colony).	3038	11.36	6,821	2,156 24
			South Braintree, Middleboro', Mass. (Old Colony).	3039 <sup>a</sup>	23.09	1,258	2,309 92
			Middleboro', Wellfleet, Mass. (Old Colony).	3041 <sup>b</sup>	71.94	1,891	8,857 25
Bowie and Pope's Creek, Md.	3	49.14	Bowie, Pope's Creek, Md. (Pope's Creek Br. B. and P.).	10014	49.14	461	2,983 28
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	264.14	Bowling Green, Ky., Memphis, Tenn. (L. and N.).	20008	263.20	6,481	49,657 84
Branch Junction and Pittsburgh, Pa.	2	70.86	Branch Junction, Blairsville, Pa. (W. P. Div., Pa.).	8042	( <sup>c</sup> )	.....	( <sup>c</sup> )
			Blairsville, Allegheny, Pa. (W. P. Div., Pa.).	8039	68.04	736	5,002 97
Branchville and Waterloo, N. J.	2	22.02	Branchville, Branchville Junction, N. J. (Sussex).	7048	6.63	70	283 43
		112.68	Branchville, Waterloo, N. J. (Sussex).	7025	114.86	195	635 26
Brattleboro', Vt., and Palmer, Mass.	1	56.33	Brattleboro', Vt., Miller's Falls, Mass. (Ct. Vermont).	3062	21.39	2,715	2,944 54
			Miller's Falls, Palmer, Mass. (Ct. Vermont).	3061	34.98	580	2,362 89
Bremond and Cisco, Tex.	7	197.66	Bremond, Cisco, Tex. (H. and T. C.).	31005	197.60	575	13,177 94
Brewster and New York, N. Y. <sup>12</sup>	2	62.19	Brewster, New York, N. Y. (N. Y. City and N. and M. Elevated).	6017	54.70	314	2,750 61
<i>Bristol and Chattanooga, Tenn.</i>	3	242.21	Bristol, Chattanooga, Tenn. (East Tenn. Va., and Ga.).	19002	242.10	4,471	39,537 35
Brunswick and Albany....	4	171.73	Brunswick, Albany, Ga. (B. and W.).	15023	172.39	238	6,683 56
Buda and Yates City, Ill.	6	48.35	Buda, Elmwood, Ill. (Chic., Burl. and Q'cy).	23072	45.37	307	2,249 89
			Elmwood, Yates City, Ill. (Chic., Burl. and Q'cy).	23009	( <sup>21</sup> )	.....	( <sup>21</sup> )
Buena Vista and Gunnison, Colo.	7	73.47	Buena Vista, Gunnison, Colo. (D. S. P. and P.).	38005 <sup>22</sup>	( <sup>22</sup> )	.....	( <sup>22</sup> )
			Nathrop, Gunnison, Colo. (D. S. P. and P.).	38014	65.40	385	3,634 93
Buffalo, N. Y., and Emporium, Pa. <sup>24</sup>	2	121.55	Buffalo, N. Y., Emporium, Pa. (Buff. Div. Buff. N. Y. and Phila.).	6058	123.00	809	9,464 85

<sup>1</sup> These clerks register at depot, Troy, N. Y. 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between North Adams, Mass., and Troy, N. Y., 47.88 miles.

<sup>2</sup> 18 round trips per week to January 2; 12 round trips from that time (two trains taken off).

<sup>3</sup> Reserve car; all parts of cars.

<sup>4</sup> 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between Boston and Buzzard's Bay; daily average 92.06 miles. These clerks register at depot, Wellfleet, Mass.

<sup>5</sup> Reserve car.

<sup>6</sup> Balance of route covered by closed-pouch service between Middleboro' and Newport, 88.16 miles.

<sup>7</sup> Balance of route covered by closed-pouch service, 14.36 miles. (See Table C.).

<sup>8</sup> 1 clerk detailed as transfer clerk, Jackson, Tenn.; 1 clerk detailed as transfer clerk, Milan, Tenn.

<sup>9</sup> 2.80 miles covered by Indiana and Branch Junction R. P. O.

<sup>10</sup> Cars and crews shown on route 8042.

<sup>11</sup> Reserve cars.

<sup>12</sup> Balance of route (9.9 miles) covered by closed-pouch service. (See Table C.).

<sup>13</sup> Car and clerk shown on route 7048.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. onward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$1,982 06	July 1, 1881	54	<i>Miles.</i> 23.03	33	27.66	6	66,124	1	<i>Ft. In.</i> 30 0	8 3	4	2	18
		34	27.30	43	25.33	6	66,124	1	31 11	8 3	4	2	
						(?)	33,587	1	17 0	8 8			
696 00	July 1, 1881	54	26.10	33	24.44		23,187	1	16 11	8 5			
		34	28.51	43	22.24		23,187	1	17 6	6 2			
908 62	July 1, 1881	54	27.36	33	24.97	(?)	11,778	1	15 10	8 9			
		34	26.59	43	26.11		30,285	1	15 0	6 6			
						(?)	30,285		18 0	6 6			
142 00	July 1, 1881	19	24.12	136	25.98	6	15,884						
		87	33.78	54	30.70	6	7,111	2	20 6	9 2	4	2	10
							7,111	1	21 5	8 7			
288 62	July 1, 1881	19	19.23	136	23.47		14,561						
		87	28.27	54	27.70		14,561						
1,078 75	July 1, 1881	19	23.02	136	21.20		45,034						
		87	23.28	54	21.63		45,034						
	July 1, 1881	96	11.25	95	10.63	6	30,761	1	9 11	8 9	1	1	1
7,896 00	July 1, 1880	3	25.15	2	19.69	7	193,339	2	45 0	9 0	4	2	10
		3	18	2	18	6	1,688	1	17 0	8 6	1	1	1
	July 1, 1881	3	20	2	25	6	42,672	(10)			(10)		
	July 1, 1881	204	19	201	19	6	4,084	1	8 0	5 0	1	1	1
								112	6 6	3 6			
	July 1, 1881	204	20	201	22	6	9,608	(12)			(12)		
		200	23	209	23	146	7,940	(13)			(13)		
	July 1, 1881	44	23.32	33	26.25	6	13,590	1	10 6	6 5	1	1	1
	July 1, 1881	44	22.57	33	23.86	6	21,672						
	Jan. 18, 1883	125	17	36	17	7	72,344	3	17 8	9 4	3	1	3
		33	17	34	17	7	72,344	171	14 0	8 10			
	Sept. 15, 1882	12	25	1	22	6	38,931	1	8 10	6 10	1	1	1
12,105 00	July 1, 1880	1	24.06	2	25.80	7	176,813	3	39 6	8 9	4	2	1
		3	25.46	4	26.54	7	176,813	192			4	2	
		1	19	2	20	6	107,503	2	14 6	8 8	2	1	24
	July 1, 1883	155	13	156	12	6	28,389	1	11 9	6 10	1	1	1
						(9)	1,878	1	13 7½	7 1			
		287	12	288	12	7	5,343	1	14 11	7 6	1	1	1
	May 26, 1884	287	12	288	12	7	48,437						
	July 1, 1881	2	24	9	23	6	76,091	1	19 0	9 6	2	1	2
								1	18 0	9 0			

<sup>14</sup> Short run between Newton and Waterloo.<sup>15</sup> 33.44 miles covered by closed-pouch service between Albany and Cisco, Tex. (See Table C.)<sup>16</sup> Trains 35 and 36 between Bremond and Waco and 33 and 34 between Waco and Cisco.<sup>17</sup> Reserve at Bremond.<sup>18</sup> Clerk runs 10 miles from One hundred and fifty-fifth street to Park Place, New York, N. Y., on Metropolitan Elevated R. R.<sup>19</sup> See Lynchburg and Bristol R. P. O.; same cars in use on both lines.<sup>20</sup> 1 clerk detailed as transfer clerk, Way Cross, Ga.;

1 clerk detailed as transfer clerk, Albany, Ga.;

<sup>21</sup> Distance (3 miles) covered by Peoria and Galveston, Ill., R. P. O.<sup>22</sup> 14.04 miles of route 38014, between Gunnison and Castleton, Colo., covered by closed-pouch service. (See Table C.)<sup>23</sup> Distance (7.30 miles) covered by Denver and Leadville R. P. O.<sup>24</sup> Clerks record arrival and departure at Emporium by alips. Larabee and Clermont clerk runs as helper to Olean, N. Y.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	
Buffalo and Jamestown, N. Y.	2	68.79	Buffalo, Jamestown, N. Y. (Buff. and S. W. Div. N. Y., L. E. and W.).	6091	69.73	581	\$4,531 05
Buffalo, N. Y., and Pittsburgh, Pa. <sup>2</sup>	2	273.10	Buffalo, N. Y., Corry, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	6061	93.91	855	7,386 96
			Corry, Oil City, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	8025	45.60	474	2,807 14
			Oil City, Pittsburgh, Pa. (Allegheny Val.).	8041	132.08	2,142	17,165 11
Buffalo and West, N. Y. <sup>6</sup> ...	2	49.56	Buffalo, West, N. Y. (Roch. and Pitts.).	6130	49.28	306	2,443 79
Bureau and Peoria, Ill. ....	6	47.03	Bureau, Peoria, Ill. (Chic. R. Isl'd and Pac.).	23016	47.03	1,419	4,825 27
Burlington and Brighton, Iowa. <sup>3</sup>	6	56.69	Burlington, Mediapolis, Iowa. (Burl., C. Rap. and North.).	27001 (part)	( <sup>9</sup> )	.....	( <sup>9</sup> )
			Mediapolis, Winfield, Iowa (Burl. and No. West.).	27035 <sup>10</sup> (part)	18.99	197	811 82
			Winfield, Brighton, Iowa (Burl. and No. West.).	27082 <sup>11</sup> (part)	22.40	78	946 60
Burlington and Council Bluffs, Iowa.	6	291.00	Burlington, U. P. Transfer, Iowa (Chi., Burl. and Q'cy).	27005	291.48	37,031	121,314 24
Burlington, Iowa, and La Clete, Mo.	6	181.34	Burlington, Iowa, La Clete, Mo. (Chi., Burl. and K. City).	27008 <sup>12</sup> (part)	181.80	1,110	16,322 00
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Q'cy).	23011	73.09	314	3,687 39
Burlington, Iowa, and St. Louis, Mo. <sup>17</sup>	6	214.19	Burlington, Keokuk, Iowa (Chi., Burl. and Q'cy).	27011	43.44	1,397	4,420 02
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and No. West.).	28018 <sup>15</sup> (part)	137.97	1,690	15,807 22
			St. Peters, St. Louis, Mo. (Wab., St. L. and Pac.).	28004 (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
Burnet and Austin, Tex. ...	7	60.95	Burnet, Austin, Tex. (A. and N. W.).	31038	60.95	403	3,491 82
Butler and Freeport, Pa. ...	2	21.46	Butler, Freeport, Pa. (W. P. Div. Penna.).	8053	22.14	421	1,287 21
Cable and Hudson, Wis. ...	6	123.02	Cable, Hudson, Wis. (Chi., St. P., Minn. and O.).	25028 <sup>20</sup> (part)	122.82	591	6,637 19
Cadillac, Mich., and Fort Wayne, Ind. <sup>21</sup>	9	240.76	Cadillac, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.).	24015 <sup>24</sup> (part)	143.23	1,351	11,462 69
Cairo and New Orleans, La.	4	552.52	Cairo, Ill., to New Orleans, La. (Ill. Cent.).	18001	550.47	3,542	92,840 76
Cairo and West Point, Miss. R. P. O.	4	260.63	Cairo, Ill., to West Point, Miss. (M. and O.).	18004 <sup>25</sup> (part)	263.39	1,320	17,252 79
Cairo, Ill., and Poplar Bluff, Mo.	7	74.50	Cairo, Ill., Poplar Bluff, Mo. (St. L., M. and S.).	28027	74.50	612	4,076 64

<sup>1</sup> Relieved every third week by Dunkirk and Tusculville clerk.<sup>2</sup> Formerly Buffalo and New Castle R. P. O.: by re-establishment of Stoneboro, and New Castle R. P. O. (decrease 35.66 miles); by consolidation with Oil City and Pittsburgh R. P. O., increase 132.08 miles.<sup>3</sup> 49.32 miles covered by Irvine and Oil City R. P. O.<sup>4</sup> Cars and clerks shown on route 6061.<sup>5</sup> 2 helpers from Pittsburgh to Oil City and return, week on and week off.<sup>6</sup> Established December 12, 1883.<sup>7</sup> One reserve car.<sup>8</sup> This line was reported last year as Burlington and Washington, Iowa, R. P. O. Increased distance run this year, 19.17 miles.<sup>9</sup> Distance (15.33 miles) covered by Albert Lea, Minn., and Burlington, Iowa, R. P. O.<sup>10</sup> Balance of route, Winfield to Washington (18.64 miles), covered by closed pouches. (See Table C.)<sup>11</sup> Balance of route, Brighton to Martinsburgh (25.27 miles), covered by closed pouches. (See Table C.)<sup>12</sup> Fast mail.<sup>13</sup> 5 clerks detailed to this line: 1 from Chariton, Iowa, and Albany, Mo., R. P. O.; 1 from Clinton and Anamosa, Iowa, R. P. O.; 1 from Des Moines and Keokuk, Iowa, R. P. O.; 1 from Morning Sun and Oskaloosa, Iowa, R. P. O.; and 1 from West Liberty and Council Bluffs, Iowa, R. P. O. Two helpers on fast mail between Burlington and Astou (180 miles) and 1 helper on day line between Burlington and Albia (100 miles), 4 days per week.<sup>14</sup> Night line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	<i>Miles.</i> 23	4	<i>Miles.</i> 22	6	43,062	1	<i>Ft. In.</i> 15 0	<i>Ft. In.</i> 9 0	1	1	11
	July 1, 1883	1	24	6	24	6	59,478	2	18 0	8 4	4	1	56
	July 1, 1881	1	27	6	24	6	28,454	(4)			(4)		
	July 1, 1881	2	25	1	26	6	83,028	(4)			(4)		
	Dec. 12, 1883	7	23	8	24	6	31,025	2	15 0	8 10	1	1	1
	July 1, 1883	1	27	2	28	6	29,441	1	20 0	9 4	1	1	1
		1	19	2	24	6	9,578	2	8 0	7 0	1	1	1
	July 1, 1883	1	19	2	19	6	11,888						
	July 1, 1883	1	19	2	19	6	14,022						
\$40,607 20	Mar. 11, 1884	<sup>127</sup> 28 <sup>141</sup> 23 3	24 23 24	4 2 4	23 23 23	6 7 1	182,166 213,012 91,083	3	60 1	9 3	<sup>124</sup> 3 <sup>144</sup> 1	3	<sup>1214</sup> 1
	Apr. 1, 1884	1	23	2	22	6	113,519	2 <sup>161</sup> 1	13 6 18 7	0 3 8 10	3	1	3
	July 1, 1883	181	20	182	20	6	45,072	1	15 4	8 10	1	1	1
	July 1, 1883	171	25	174	25	6	27,193	1	24 0	9 6	4	1	4
	July 1, 1881	171	21	174	21	6	86,369	1	20 0	9 0			
		171	20	174	24	6	20,521						
	Sept. —, 1882	2	13½	4	15	6	38,156	<sup>20</sup> 2	8 10	7 10	1	1	1
	July 1, 1881	21	30	22	19	6	13,456	1	8 7	5 3	1	1	1
		23	23	24	21	6	13,456	(21)			(21)		
	Apr. 16, 1884	21	20	22	17	6	77,010	1	22 1	9 3½	2	1	2
								1	22 0	9 3			
3,310 72	Apr. 4, 1883	8	18.70	7	17.45	6	150,715	2	22 0	8 10	3	1	(25)
13,761.75	July 1, 1880	1			24	7	403,340	4 71	45 2 44 11	9 4 9 2	<sup>26</sup> 2 <sup>23</sup> 1	2	<sup>27</sup> 22
	May 22, 1882	2	22	1	22	7	190,296	<sup>206</sup> 21		8 10	4	1	<sup>215</sup> 5
	July 1, 1883	681	15	682	17	6	46,637	1	12 10	6 4	2	1	2

<sup>12</sup> Balance of route, La Cade to Sumner, Mo. (10.31 miles), covered by closed pouches. (See Table C.)

<sup>13</sup> Reserve.

<sup>14</sup> This line was reported last year as Burlington and Keokuk, Iowa, and Keokuk, Iowa, and Saint Louis, Mo., R. P. O.'s; these consolidated form present line.

<sup>15</sup> Balance of route (49.10 miles) covered by Mount Pleasant and Keokuk, Iowa, R. P. O.

<sup>16</sup> Distance (32.20 miles) covered by Saint Louis, Moberly, and Kansas City, Mo., R. P. O.

<sup>17</sup> One car held in reserve.

<sup>18</sup> Double daily service, Sunday excepted; car and clerk shown on trains 21 and 22.

<sup>19</sup> Balance of route, Bayfield to Cable (58.62 miles), covered by pouch service. (See table C.)

<sup>20</sup> In connection with Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P.

O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles), daily, except Sunday.

<sup>21</sup> Balance of route (225.86 miles) covered by Mackinaw City and Grand Rapids R. P. O.

<sup>22</sup> Clerks appointed to Mackinaw City and Kalamazoo route.

<sup>23</sup> North Division, Cairo, Ill., to Jackson, Miss.

<sup>24</sup> 5 helpers: 1 detailed as chief clerk at New Orleans, La.; 1 detailed as transfer clerk at Jackson, Miss.

<sup>25</sup> South Division, Jackson, Miss., to New Orleans, La.

<sup>26</sup> Balance of route shown on West Point and Mobile R. P. O., 232.50 miles.

<sup>27</sup> Cars run through to Mobile, over West Point and Mobile R. P. O.; 2 reserve cars.

<sup>28</sup> One detailed as transfer clerk, Corinth, Miss.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Cairo, Ill., and Pine Bluff, Ark. <sup>1</sup>	7	-----	-----	-----	-----	-----	-----
Cairo, Ill., and Texarkana, Ark. <sup>2</sup>	7	422.47	Bird's Point, Mo., Texarkana, Ark. (T. and St. L.).	28051	419.05	226	\$5,573 95
Calistoga and Vallejo, Cal.	8	44.87	Calistoga, Vallejo Junction, Cal. (Cal. and Pacific).	46008	43.87	465	3,075 72
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. P.).	27025 <sup>3</sup>	288.40	1,949	30,953 00
			Marion, Chamberlain, Dak. (Chi., Mil. and St. P.).	35002	111.88	480	6,983 54
Calmar and Davenport, Iowa.	6	165.70	Calmar, Davenport, Iowa, (Chi., Mil. and St. P.).	27027	165.70	951	13,743 16
Camak and Macon, Ga. ....	4	78.59	Camak, Macon, Ga. (Ga. R. R.).	15021	78.59	611	5,375 55
Cambridge City and Madison, Ind.	5	108.91	Cambridge City, Columbus, Ind. (Penn'a Co.).	22011	63.58	160	2,718 04
			Columbus, Madison, Ind. (P., C. and St. L. Ry.).	22006	45.90	450	2,747 11
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. & Lowell).	2014	34.47	652	1,473 59
Cameron, Plattsburgh, Mo., and Atchison, Kans.	7	63.42	Cameron, Atchison Junction, Mo. (C., R. I. and P.).	27017	34.50 <sup>11</sup>	1,980	4,896 30
			Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.).	28032	29.45	1,126	2,669 05
Cameron, St. Joseph, Mo., and Atchison, Kans.	7	56.10	Cameron, St. Joseph, Mo. (H. and St. J.).	28005	36.28 <sup>12</sup>	7,455	5,707 57
			St. Joseph, Mo., Atchison, Kans. (H. and St. J.).	28030	21.79	1,030	1,881 78
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (T. B. and C. Branch N. Y. C. and H. R.).	6014	50.00 <sup>14</sup>	196	2,137 50
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (Northern Cent.).	6063	69.79	1,614	7,757 15
Canastota and Elmira, N. Y.	2	118.76	Canastota, Cortland, N. Y. (Elm., Cort. and Northern.)	6080	49.08	543	3,231 42
			Cortland, Elmira, N. Y. (Elm., Cort. and Northern.)	6075	70.96	609	5,400 05
Canton and Mechanics' Falls, Me.	1	27.79	Canton, Mechanics' Falls, Me. (Rumford Falls and Buck R. R.).	19 <sup>10</sup>	27.64	15	1,380 57
Canton and Sherodsville, Ohio. <sup>11</sup>	5	48.77	Canton, Sherodsville, Ohio (Connotton Valley.)	21009	48.14 <sup>12</sup>	84	2,140 30
Carbondale and Scranton, Pa. <sup>13</sup>	2	17.46	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.).	8018	17.57	512	1,126 76
Carroll and Mapleton, Iowa. <sup>15</sup>	6	64.52	Carroll, Maple River, Iowa. (Chi. and No. West.).	23003	( <sup>16</sup> )	-----	( <sup>16</sup> )
			Maple River, Mapleton, Iowa. (Chi. and No. West.).	27038	60.93	422	3,507 59
Cayuga and Ithaca, N. Y. ...	2	39.11	Cayuga, Ithaca, N. Y. (Cayuga Brch. Geneva, Ith. and Sayre.)	6089	39.15	282	1,874 50

<sup>1</sup> See Cairo and Texarkana R. P. O.<sup>2</sup> This line is divided at Pine Bluff, Ark., into Cairo and Pine Bluff R. P. O. (270.71 miles), and Pine Bluff and Texarkana R. P. O., 151.76 miles.<sup>3</sup> Clerks register at Cairo, Ill., post-office, 3 miles from Bird's Point, Mo. Reported last year as Cairo and Jonesborough. Increased distance, 295.97 miles.<sup>4</sup> 1 car held in reserve.<sup>5</sup> Balance of route (63.0 miles) covered by Marion and Running Water, Dak., R. P. O.<sup>6</sup> East Division, Calmar to Sanborn, Iowa.<sup>7</sup> One short stop between Calmar and Charles City, Iowa, 47 miles.<sup>8</sup> West Division, Sanborn, Iowa, to Chamberlain, Dak.<sup>9</sup> Reserve.<sup>10</sup> Reserve car.<sup>11</sup> 280.90 miles of route 27017 covered by Davenport and Cameron R. P. O., and 20.66 miles covered by closed-pouch service between Atchison Junction, Mo., and Leavenworth, Kans. See Table C.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of serv- ice with clerks.	Mail cars or cars in which are mail apart- ments.	Inside dimen- sions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1883	1	16	2	16½	7	309,248	44	23 0	8 6	5	1	25
.....	July 1, 1881	25	23.92	26	21.46	6	28,088	2	10 0	8 10	1	1	1
.....	July 1, 1883	27	23.92	28	21.46	6	28,088						
.....	July 1, 1883	1	21	2	21	6	180,538	4	22 0	9 3	44	1	78
.....	July 1, 1882	1	22	2	22	6	69,248				23	1	
.....	July 1, 1883	2	18	1	20	6	103,728	1	20 1	8 11	3	1	8
.....	July 1, 1880	17	16	18	15	6	49,197	1	15 10	7 4			
.....	July 1, 1880	104	21.13	103	22.40	6	39,444	1	13 0	7 2	1	1	1
.....	July 1, 1880	104	21.07	103	21.88	6	28,733	1	15 7	8 3	1	1	1
.....	July 1, 1881	2	24.00	1	22.66	6	21,578	1	8 6	6 10	1	1	1
.....	July 1, 1883	1	21	2	24	7	24,463	101	6 10	6 0			
.....	July 1, 1883	1	21	2	24	7	21,960	1	15 0	9 0	2	1	123
.....	July 1, 1883	61	19	62	19	7	24,961	1	14 4	9 3	1	1	1
.....	July 1, 1883	61	19	62	19	7	16,104						
.....	July 1, 1881	5	25	2	23	6	31,407	123	5 9	6 0	1	1	1
.....	July 1, 1881	8	24	7	27	6	43,301	124	15 0	8 7	171	1	1
.....	July 1, 1881	4	23	1	22	6	30,515	1	18 0	7 0	2	1	2
.....	July 1, 1881	4	23	1	25	6	43,828	121	10 6	7 0			
.....	July 1, 1882		19.41		20.62	6	17,396	(12)			(12)		
.....	July 1, 1880	29	20.92	32	20.23	6	36,530	1	10 0	6 9	1	1	1
.....	July 1, 1881	12	17	1	17	6	10,933	1	19 6	7 6	1	1	1
.....		14	17	13	17	6	10,953	101	8 10½	6 6½	1	1	1
.....		16	17	15	17	6	10,953	(24)	8 9	6 6½			
.....		73	13	74	10	6	2,629	(24)			(24)		
.....	July 1, 1883	73	13	74	13	6	37,760	1	12 2	7 5	1	1	1
.....	July 1, 1881	15	23	8	21	6	24,483	1	10 4	7 0	1	1	1
.....								101	15 0	9 8			

<sup>12</sup> 1 helper; through clerks alternate in such duty.  
<sup>13</sup> 171.51 miles of route 28005 covered by Quincy and Kansas City R. P. O.

<sup>14</sup> 36 miles covered by Batavia and Buffalo R. P. O.

<sup>15</sup> Two reserve cars.

<sup>16</sup> Three reserve cars.

<sup>17</sup> Relieved every third week by an Elmira and Williamsport clerk.

<sup>18</sup> One reserve car.

<sup>19</sup> Cars and clerks shown on route 6080.

<sup>20</sup> Balance of route covered by closed-pouch service between Canton and Gilbertville, 163 miles.

<sup>21</sup> Formerly part of Cleveland and Sherodaville R. P. O.; run of clerks changed July 3, 1883.

<sup>22</sup> Balance of route (60 miles) shown on Cleveland and Coshocton R. P. O.

<sup>23</sup> Triple service daily, Sundays excepted.

<sup>24</sup> Cars and clerks shown on trains 12 and 1.

<sup>25</sup> This line was reported last year as Maple River and Mapleton Iowa, R. P. O. Increased distance run this year, 4.21 miles.

<sup>26</sup> Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Caseville and Pontiac, Mich. <sup>1</sup>	9	100.73	Caseville, Pontiac, Mich. (Pontiac, O. and Ft. A.).	24064	100.73	Pounds. 241	\$4,565 08
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	6	270.77	Cedar Rapids, U. P. Transfer, Iowa. (Chi. and No. West.).	23003 <sup>2</sup> (part)	270.40	18,324	45,313 63
Cedar Rapids, Iowa, and Worthington, Minn.	6	253.42	Cedar Rapids, Iowa, Worthington, Minn. (Burl., C. Rap. and North.).	27003	253.42	561	15,911 34
Central City and Nebraska City, Nebr.	6	151.20	Central City, York, Nebr. (Bur. and Mo. Riv. in Nebr.).	34011	42.01	564	2,801 65
			York, Nebraska City, Nebr. (Bur. and Mo. River in Nebr.).	34005 <sup>3</sup> (part)	109.85	575	7,325 89
<i>Centralia and Cairo, Ill....</i>	6	112.79	Centralia, Cairo, Ill. (Illinois Central).	23020 <sup>4</sup> (part)	113.43	7,733	18,155 60
Centreville and Humeston, Iowa.	6	41.34	Centreville, Humeston, Iowa (Wab., St. L. and Pac.).	28015 <sup>5</sup> (part)	41.34	382	2,297 57
Chambersburgh and Richmond Furnace, Pa.	2	81.35	Chambersburgh, South Penn Junction, Pa. (Cumb. Valley).	8030	( <sup>12</sup> )	( <sup>13</sup> )	( <sup>14</sup> )
			South Penn Junction, Richmond Furnace, Pa. (Cumb. Valley).	8071	19.38	178	828 49
			Mercersburgh Junction, Mercersburgh, Pa. (Cumb. Valley).	8145	142.58	52	110 29
Chariton, Iowa, and Albany, Mo.	6	97.00	Chariton, Bethany Junction, Iowa (Chi., Burl. and Q'cy).	27006 <sup>15</sup> (part)	50.45	685	3,623 32
			Bethany Junction, Iowa, Albany, Mo. (Chi., Burl. and Q'cy).	27061	46.76	511	2,998 71
<i>Charlotte, N. C., and Atlanta, Ga.</i>	4	268.22	Charlotte, N. C., Atlanta, Ga. (R. and D.).	15001	269.33	6,267	49,510 93
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, S. C., Branchville, S. C. (S. C. R. R.).	14003 (part)	( <sup>16</sup> )	.....	( <sup>17</sup> )
			Branchville, S. C., Augusta, Ga.	14017	75.45	1,067	6,644 88
<i>Charleston, S. C., and Jacksonville, Fla.</i>	4	288.88	Charleston, S. C., Savannah, Ga. (C. and S.).	14004	115.00	3,367	16,911 90
			Savannah, Ga., Jacksonville, Fla. (S. F. and W. Rwy.).	15009	172.75	4,843	29,098 01
Charlotte and Shelby, N. C.	3	55.42	Charlotte, Shelby, N. C. (C. C.).	13008	55.50	378	3,041 88
Chatham and New York, N. Y. <sup>18</sup>	2	130.44	Chatham, New York, N. Y. (Harlem Div. N. Y. C. and H. R.).	6022	130.50	1,295	12,719 83
Chattanooga and Memphis, Tenn.	5	310.79	Stevenson, Ala., Memphis, Tenn. (Mem. and Chat.).	17005	309.86	1,348	28,196 87
			Stevenson, Ala., Chattanooga, Tenn. (N. C. and St. L. Rwy.).	19004 (part)	( <sup>19</sup> )	.....	( <sup>20</sup> )
Charlotte and Augusta ....	4	192.00	Charlotte, N. C., Augusta, Ga. (C. C. and A.).	13007	192.56	2,026	24,790 69

<sup>1</sup> Established January 7, 1884.<sup>2</sup> Balance of route (219.74 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>3</sup> Night line.<sup>4</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>5</sup> Two clerks detailed to transfer duty at Council Bluffs, Iowa.<sup>6</sup> Day line.<sup>7</sup> One car in reserve.<sup>8</sup> One clerk detailed to transfer duty at Cedar Rapids, Iowa.<sup>9</sup> Balance of route (27.60 miles) covered by Nebraska City and Beatrice, Nebr., R. P. O.<sup>10</sup> Reserve.<sup>11</sup> Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.<sup>12</sup> Balance of route (90.76 miles) covered by Keokuk and Centreville, Iowa, R. P. O.<sup>13</sup> 7.10 miles covered by Harrisburgh and Martinsburgh R. P. O.<sup>14</sup> Car and clerk shown on route 8030.<sup>15</sup> Double daily service on 8145, Sundays excepted.<sup>16</sup> Balance of route (44.20 miles) covered by Bethany Junction, Iowa, and Grant City, Mo., R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	Dec. 1, 1883	2	Miles. 20.86	1	Miles. 20.86	6	30,420	1	Ft. In. 9 0	Ft. In. 7 0	1	1	1
\$13,691 00	July 1, 1883	53	21	4	22	12	339,004	(4)	.....	.....	4	2	514
.....	July 1, 1883	61	22	62	22	6	158,641	72	21 0 19 10	9 4 9 4	3	1	54
.....	July 1, 1883	42	14	41	13	6	20,298	2	18 4	9 0	2	1	2
.....	July 1, 1883	42	14	41	13	6	68,353	101	18 2	9 0	.....	.....	.....
2,835 75	July 1, 1883	5	19	2	20	6	70,608	1	44 4½	9 0½	2	2	4
.....	July 1, 1883	9	9	10	10	6	25,879	1	12 0	7 6	1	1	1
.....	.....	41	24	42	27	6	4,438	1	9 9	8 6	1	1	1
.....	July 1, 1881	41	16	42	15	6	11,967	(14)	.....	.....	(14)	.....	.....
.....	July 1, 1881	41	24	42	19	6	3,219	(14)	.....	.....	(14)	.....	.....
.....	July 1, 1883	43	21	44	21	6	31,582	1	12 3	6 9	1	1	172
.....	July 1, 1883	43	21	44	21	6	29,140	.....	.....	.....	.....	.....	.....
21,546 40	July 1, 1880	50	22	51	22	14	195,801	(18)	49 1	9 1	4	2	1918
.....	.....	52	24	53	24	.....	195,801	.....	.....	.....	4	2	.....
.....	.....	3	27	4	27	6	48,340	(21)	18 0	8 11	2	1	2
.....	July 1, 1880	3	27	4	27	6	38,812	.....	.....	.....	.....	.....	.....
7,475 00	July 1, 1880	40	28	47	28	14	83,977	25	50 0	8 11	4	2	2216
.....	.....	42	23	43	23	.....	83,977	22	42 3	9 0	4	1	.....
1,128 75	July 1, 1882	40	28	47	28	14	126,906	23	39 6	9 0	.....	.....	.....
.....	.....	42	13	43	13	.....	126,906	.....	.....	.....	.....	.....	.....
.....	July 1, 1881	3	14.40	4	14.4	6	34,693	1	10 0	8 9	1	1	1
.....	July 1, 1881	34	27	9	19	6	81,786	1	20 4	8 5	3	1	5
.....	.....	16	28	23	27	6	81,786	1	20 2	8 4	2	1	.....
.....	.....	.....	.....	.....	.....	.....	.....	21	19 10	8 2	.....	.....	.....
.....	July 1, 1880	3	24.54	4	26.45	7	198,950	3	18 2	8 5	.....	.....	.....
.....	.....	3	24.54	4	26.45	7	28,548	.....	15 0	9 0	5	1	208
.....	Apr. 1, 1883	52	22	53	20	7	140,160	1	22 6 20 7	8 8 9 3	3	1	3

<sup>17</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.<sup>18</sup> These cars (ten in number) run through to Washington, D. C., over Washington and Charlotte R. P. O.<sup>19</sup> 2 detailed to superintendent's office at Atlanta, Ga.<sup>20</sup> 62.00 miles reported in Columbia and Charleston R. P. O.<sup>21</sup> Cars reported in Columbia and Charleston R. P. O. used on both R. P. O's.<sup>22</sup> 3 of these cars run through from Wilmington, N. C., on Wilmington and Charleston R. P. O. fast mail.<sup>23</sup> 2 helpers; 1 detailed as chief clerk at Charleston, S. C.; 1 detailed as transfer clerk at Savannah, Ga.<sup>24</sup> Reserve cars.<sup>25</sup> Double daily service, Sundays excepted.<sup>26</sup> 1 clerk detailed as transfer clerk at Chattanooga, Tenn.; 1 clerk detailed as transfer clerk at Grand Junction, Tenn.; 1 clerk detailed as transfer clerk at Memphis, Tenn.<sup>27</sup> Covered by Nashville and Chattanooga R. P. O. 39 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	4	138.55	Chattanooga, Tenn. Atlanta, Ga. (W. and A.).	15002	138.47	4,931	\$23,441 58
<i>Chattanooga, Tenn., and Meridian, Miss.</i>	4	295.71	Chattanooga, Tenn. Meridian, Miss. (Ala. Gr't So.).	17015	295.54	760	18,168 10
<i>Cheyenne, Wyo., and Denver, Colo.</i>	7	106.86	Cheyenne, Wyo., Denver, Colo. (D. P. Rwy and T. Co.).	38007	106.86	1,317	10,507 54
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Burl., and Q'cy).	23007	206.48	54,621	144,763 12
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West). (part)	23003*	219.74	18,324	45,887 83
<i>Chicago and Centralia, Ill.</i>	6	252.96	Chicago, Centralia, Ill. (Illinois Central). (part)	23020 <sup>13</sup>	252.10	7,733	40,351 13
<i>Chicago, Decatur, Ill., and St. Louis, Mo.</i>	6	286.80	Chicago, Bement, Ill. (Wab., St. L., and Pac.). (part)	23066 <sup>14</sup>	132.86	834	11,894 04
			Bement, Decatur, Ill. (Wab., St. L., and Pac.). (part)	21019	( <sup>15</sup> )	-----	( <sup>15</sup> )
			Decatur, Ill., St. Louis, Mo. (Wab., St. L., and Pac.). (part)	23023	113.44	7,767	22,695 94
<i>Chicago, Freeport, Ill., and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West). (part)	23002	121.39	5,035	20,759 69
			Freeport, Ill., Dubuque, Iowa (Illinois Central). (part)	23021	( <sup>17</sup> )	-----	( <sup>17</sup> )
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	6	200.04	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy). (part)	23007	( <sup>18</sup> )	-----	( <sup>18</sup> )
			Aurora, Foreston, Ill. (Chi. and Iowa). (part)	23036	81.57	4,576	13,390 53
			Foreston, Ill., Dubuque, Iowa (Illinois Central). (part)	23021	( <sup>21</sup> )	-----	( <sup>21</sup> )
<i>Chicago, Ill., and St. Louis, Mo.</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chicago and Alton). (part)	23017	281.17	10,999	66,111 50
<i>Chicago, Savanna, Ill., and Cedar Rapids, Iowa.</i>	6	233.44	Chicago, Lanark Junction, Ill. (Chi., Mil., and St. Paul). (part)	23054	116.50	6,964	22,312 08
			Lanark Junction, Savanna, Ill. (Chi., Mill., and St. Paul). (part)	25024	( <sup>25</sup> )	-----	( <sup>25</sup> )
			Savanna, Ill., Marion, Iowa (Chi. Mil., and St. Paul). (part)	27028 <sup>26</sup>	89.28	1,759	10,448 26
			Marion, Cedar Rapids, Iowa (Chi., Mil., and St. Paul). (part)	27020	( <sup>27</sup> )	-----	( <sup>27</sup> )
<i>Chicago and Streator, Ill.</i>	6	97.70	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy). (part)	23007	( <sup>28</sup> )	-----	( <sup>28</sup> )
			Aurora, Streator, Ill. (Chi., Burl., and Q'cy). (part)	23012	60.68	1,228	5,759 13

<sup>13</sup> Detailed to office of superintendent at Atlanta, Ga.; 2 detailed as transfer clerks at Atlanta, Ga.; 1 detailed to office of general superintendent at Washington, D. C.; 1 helper.

<sup>26</sup> These cars run through to Vicksburg, Miss., over Meridian and Vicksburg R. P. O.

<sup>27</sup> Reserve car.

<sup>28</sup> Day line.

<sup>29</sup> 4 helpers on fast mail between Chicago and Galesburg, Ill., 163 miles. 1 clerk detailed to this line from Danville and Olney, Ill. R. P. O.; 1 clerk detailed as chief clerk at Burlington, Iowa; 1 clerk detailed to transfer duty at Burlington, Iowa, and 2 clerks detailed to transfer duty at Chicago, Ill.

<sup>30</sup> Fast mail.

<sup>31</sup> Storage cars.

<sup>32</sup> Balance of route (270.40 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Cars run through between Chicago, Ill., and

Union Pacific Transfer, Iowa covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>33</sup> 2 helpers between Chicago and Sterling, Ill., 110 miles, and 1 helper between Cedar Rapids, Iowa, and Morrison, Ill., 96 miles, four days each week. 2 clerks detailed to clerical duty, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill.

<sup>34</sup> Night line.

<sup>35</sup> Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.

<sup>36</sup> 1 helper on night line between Chicago and Tolono, Ill., 137 miles, four nights each week. 5 clerks detailed to transfer duty at Chicago, Ill., 1 clerk detailed to transfer duty at Grand Crossing, Ill., 2 clerks detailed as printers, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill., and 1 clerk detailed in charge of dormitory R. M. S., Chicago, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$12,462 30	July 1, 1880	2	Miles. 23	1	Miles. 25	7	101,142	1	<i>41 10</i>	<i>8 8</i>	2	2	119
		4	25	3	27	7	101,142	1	<i>41 9</i>	<i>8 7</i>			
		12	25	11	25	7	101,142	2	<i>49 9</i>	<i>9 2</i>	2	2	
.....	July 1, 1880	5	22	6	23	7	215,868	<sup>22</sup> 2	56 0	9 3	5	1	5
								<sup>21</sup> 1	49 0	9 0			
								<sup>21</sup> 1	43 0	9 0			
								<sup>21</sup> 1	39 0	9 0			
.....	July 1, 1882	202	25	203	25½	7	78,222	2	24 1	9 4	2	1	2
41,296 00	Mar. 11, 1884	<sup>41</sup> 7	27	2	27	7½	303,780	<sup>3</sup> 76	60 1	9 3	44	4	539
		<sup>41</sup> 7	37	4	27				60	9 3	44	4	
14,060 80	July 1, 1883	<sup>105</sup> 43	25	4	26	12	275,941	<sup>4</sup> 4	50 0	9 5	44	3	226
		<sup>105</sup> 43	24	6	24			<sup>4</sup> 4	60 0	9 5	<sup>104</sup> 2		
12,605 00	July 1, 1883	<sup>103</sup> 41	23	2	23	6	158,353	<sup>43</sup> 4	44 4½	9 0½	4	2	127
		<sup>103</sup> 41	25	4	24	7	185,167	<sup>102</sup> 2	41 4½	9 0½	4	2	
.....	July 1, 1883	5	25	4	22	6	95,690	2	23	8 6	4	1	145
		5	33	4	25	6	12,207						
.....	July 1, 1883	5	26	4	26	6	71,013						
2,670 58	July 1, 1883	13	22	14	24	6	75,696	2	35 4	9 5	4	2	1612
1,536 32	.....	13	27	14	27	6	43,069	<sup>102</sup> 2	35 5	9 5			
925 00	.....	31	20	12	25	6	23,162	2	40 1½	8 11½	4	2	309
2,039 25	July 1, 1883	31	22	12	22	6	51,063						
2,051 75	.....	31	23	12	22	6	51,000						
15,464 35	July 1, 1883	<sup>104</sup> 42	26	1	24	6	178,222	<sup>2</sup> 2	44 3	9 1	4	2	2227
		<sup>104</sup> 42	26	3	25	7	188,400	<sup>23</sup> 3	3 0	8 11½	4	3	
.....	Apr. 1, 1884	5	21	6	25	6	72,929	<sup>24</sup> 2	9 4	9 4	4	1	4
		5	21	6	25	6	13,935						
.....	Apr. 1, 1884	5	22	6	22	6	55,880						
		5	22	6	22	6	3,380						
.....	.....	13	24	14	24	6	23,174	<sup>21</sup> 1	27 3½	8 10	2	1	2
.....	July 1, 1883	13	24	14	24	6	37,986						

<sup>13</sup> Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.80 miles), and between Shumway and Altamont, Ill. (10.53 miles), by closed pouches. See Table "C."

<sup>14</sup> 1 clerk detailed to transfer duty at East St. Louis, Ill.

<sup>15</sup> Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.

<sup>16</sup> 2 helpers between Chicago and Union, Ill., 68 miles. 1 clerk detailed to transfer duty at Dubuque, Iowa, and 1 clerk detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill.

<sup>17</sup> Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>18</sup> Reserve.

<sup>19</sup> Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>20</sup> 1 clerk detailed to transfer duty at Chicago, Ill.

<sup>21</sup> Distance (82.07 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>22</sup> 2 helpers on day line between Chicago and Bloomington, Ill., 127 miles. 3 clerks detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill., and 2 clerks detailed to transfer duty at Chicago, Ill.

<sup>23</sup> 1 car in reserve.

<sup>24</sup> Whole cars.

<sup>25</sup> Distance (22.0 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>26</sup> Balance of route (261.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

<sup>27</sup> Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

<sup>28</sup> Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>29</sup> Whole car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Chicago, Ill., and Terre Haute, Ind.	6	180.02	Chicago, Danville, Ill. (Chi. and Eastern Ill.). Danville, Ill., Terre Haute, Ind. (Chi. and Eastern Ill.).	23042 22024	124.06 56.42	<i>Pounds</i> 1,690 594	\$14,213 55 3,811 17
Chicago, Ill., and West Liberty, Iowa.	6	221.53	Chicago, Ill., Davenport, Iowa (Chi. R. Isl'd and Pac.). Davenport, West Liberty, Iowa (Chi. R. Isl'd and Pac.).	23015 27014 <sup>1</sup>	182.92 38.85	9,600 4,827	40,194 84 5,235 04
Chicago, Ill., and Winona, Minn.	6	297.70	Chicago, Harvard, Ill. (Chi. and No. West.). Harvard, Caledonia Jct., Ill. (Chi. and No. West.). Caledonia Jct., Ill., Winona Jct., Wis. (Chi. and No. West.). Winona Jct., Wis., Winona, Minn. (Chi. and No. West.).	25009 (Part) 25010 (Part) 25010 (Part) 25014	( <sup>4</sup> ) ( <sup>4</sup> ) 180.52 (Part) 29.82	..... ..... 7,816 6,071	( <sup>4</sup> ) ( <sup>4</sup> ) 38,080 25 5,430 81
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	450.63	Chicago, Lanark Jct., Ill. (Chi., Mil. and St. Paul). Lanark Jct., Savanna, Ill. (Chi., Mil. and St. Paul). Savanna, Ill., Sabula Jct., Iowa (Chi., Mil. and St. Paul). Sabula Jct., McGregor, Iowa (Chi., Mil. and St. Paul). McGregor, Iowa, St. Paul, Minn. (Chi., Mil. and St. Paul).	23054 25024 (Part) 27028 (Part) 27012 <sup>14</sup> (Part) 26009	( <sup>10</sup> ) ( <sup>12</sup> ) ( <sup>14</sup> ) 43.50 213.03	..... ..... ..... 2,442 2,220	( <sup>10</sup> ) ( <sup>12</sup> ) ( <sup>14</sup> ) 5,839 44 25,370 30
Chicago, Ill., and Minneapolis, Minn.	6	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul). Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul). La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul).	23035 25002 26013	86.18 197.95 142.57	43,949 35,167 28,380	50,547 15 97,656 65 59,973 49
<sup>11</sup> Chicago and Pekin, Ill.	6	153.00	Chicago, Joliet, Ill. (Chicago and Alton). Joliet, Pekin, Ill. (Chi., St. L. and Western).	23017 (Part) 23051	( <sup>22</sup> ) 115.79	..... 323	( <sup>22</sup> ) 5,940 02
Chicago, Ill., and Portage, Wis.	6	176.90	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul). Milwaukee, Portage, Wis. (Chi., Mil. and St. Paul).	23035 25002 (Part)	( <sup>24</sup> ) ( <sup>26</sup> )	..... .....	( <sup>24</sup> ) ( <sup>26</sup> )

<sup>1</sup> Day line.<sup>2</sup> 2 helpers on day line between Ottawa, Ill., and West Liberty, Iowa, 137 miles. 1 clerk detailed as chief clerk, R. M. S., Des Moines, Iowa; 1 clerk detailed to transfer duty at Davenport, Iowa, and 1 clerk detailed to through register run between Chicago and Omaha.<sup>3</sup> Night line.<sup>4</sup> Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.<sup>5</sup> Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.<sup>6</sup> Day line; 1 car in reserve.<sup>7</sup> Night line; whole cars.<sup>8</sup> Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.<sup>9</sup> Reserve; whole car.

Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>11</sup> East Division, Chicago, Ill., to McGregor, Iowa.<sup>12</sup> 1 helper on West Division between McGregor, Iowa, and Austin, Minn., and 1 between Saint Paul and Austin, Minn., four days each week. 1 clerk detailed to this line from Postville and Cedar Rapids, Iowa, R. P. O.<sup>13</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.<sup>14</sup> Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>15</sup> Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O. (121.47 miles), and by closed pouches between Sabula and Clinton, Iowa (16.27 miles).<sup>16</sup> Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.<sup>17</sup> West Division, McGregor, Iowa, to Saint Paul, Minn.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars, in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	1	Miles. 22	2	Miles. 21	6	77,373	1	Ft. 17 6	In. 7 2	3	1	3
.....	July 1, 1880	1	22	2	22	6	35,319	1	17 4	6 9			
								1	16 9	6 8			
\$11,889 80	Apr. 1, 1884	111	27	2	27	12	228,703	3	50 0	9 4	4	2	25
		13	23	4	24								
2,525 25	Apr. 1, 1884	111	24	2	23	12	48,840						
		13	27	4	24								
2,508 00	.....	11	27	2	25	7	45,896	3		9 5	4	2	16
		7	27	6	27	6	39,250						
592 00	.....	1	26	2	24	7	11,463	1	35 4	9 5	7	2	
		7	29	6	27	6	10,142						
7,580 80	July 1, 1882	1	24	2	22	7	138,729	2		9 5			
		7	26	6	19	6	118,639						
1,192 80	Apr. 1, 1884	1	24	2	21	7	21,828						
		7	26	6	22	6	18,329						
.....		3	25	2	25	6	72,929	2	23 7	9 3	11	2	13
.....		3	25	2	23	6	13,772	1	24 7	9 4			
.....		3	20	2	17	6	2,003						
.....	July 1, 1883	3	20	2	17	6	60,471						
.....	July 1, 1883	3	19	2	19	6	132,919				17	4	1
15,081 50	Mar. 13, 1884	1	29	4	29	7	126,168	13	60 2	9 4	6	4	1959
		15	34	2	29	7	289,798	1	60 0	9	6	3	
32,019 50	Mar. 13, 1884	1	22	4	24			13	59 4	9			
		55	34	2	24		203,526	12		9			
21,385 50	Mar. 13, 1884	1	20	4	23								
		55	30	2	23								
.....		2	26	1	25	6	23,287	2	9 10 1/2	7 2 1/2	3	1	3
.....	July 1, 1883	2	16	1	13	6	72,491	21	9 0	6 3			
(24)	.....	3	28	10	28	5	22,100	1	49 3	9 3	3	3	20
(26)	.....	3	26	10	25		23,894	23	49 4				

<sup>19</sup> Fast mail.

<sup>20</sup> 4 helpers between Chicago, Ill., and La Crosse, Wis., 284 miles, west on fast mail and east on train 2. 2 helpers between Chicago, Ill., and Watertown, Wis., 130 miles, west on fast mail and dead-head east on train 4. 4 helpers between Chicago, Ill., and Milwaukee, Wis., 86 miles, west on day line and return on Milwaukee, Wis., and Chicago, Ill., R. P. O. 2 helpers between Chicago, Ill., and Camp Douglas, Wis., 227 miles, west on day line and return dead-head on train 2. 1 clerk detailed as chief clerk, R. M. S., Saint Paul, Minn.; 1 clerk detailed as chief clerk, R. M. S., Milwaukee, Wis.; 1 clerk detailed as chief clerk, R. M. S., Chicago, Ill.; 1 clerk detailed to transfer duty, Chicago, Ill.; and one clerk detailed to transfer duty at Minneapolis, Minn.

<sup>20</sup> Storage. 1 5/8 4" car in reserve.

<sup>21</sup> Clerks of this line run between Chicago and Joliet, Ill., as helpers with Chicago, Ill., and Saint Louis, Mo., R. P. O. (day line).

<sup>22</sup> Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.

<sup>23</sup> Reserve.

<sup>24</sup> Distance (85 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

<sup>25</sup> 1 clerk detailed to this line from Summit Lake and Milwaukee, Wis., R. P. O.; 1 from Sheboygan and Princeton, Wis., R. P. O.; 1 from Racine, Wis., and Rock Island, Ill., R. P. O.; 1 from Saint Paul, Minn., and Elroy, Wis., R. P. O.; 1 from Oshkosh and Milwaukee, Wis., R. P. O.; and 1 from Ashland and Menasha, Wis., R. P. O. Crews run two weeks on and one week off. Perform no service on trips east.

<sup>26</sup> Distance (91.90 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	
<i>Chicago and Quincy, Ill.</i> ....	6	363.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Q'cy). Galesburgh, Quincy, Ill. (Chi., Burl. and Q'cy).	23007 (part) 23010	( <sup>1</sup> ) 101.09	..... 10,647	( <sup>1</sup> ) \$23,336.62
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	307.24	Chicago, Kankakee, Ill. (Ill. Cent.). Kankakee, Ill., La Fayette, Ind. (C. I., St. L. and C.). La Fayette, Indianapolis, Ind. (C. I., St. L. and C.). Indianapolis, Ind., Cincinnati, Ohio (C. I., St. L. and C.).	23020 (part) 22029 22005 22003	( <sup>2</sup> ) 72.75 64.90 111.50	..... 12,698 14,041 11,527	( <sup>2</sup> ) 18,411.57 17,368.53 26,788.99
Chicago, Ill., and Louisville, Ky.	5	323.72	Chicago, Ill., Monon, Ind., (L. N. A., and C.). Monon, Louisville, Ind., (L. N. A., and C.).	22038 (part) 22008 (part)	88.52 <sup>3</sup> 225.60 <sup>3</sup>	785 403	5,851.44 17,553.94
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.94	Chicago, Ill., Richmond, Ind. (Chic., St. L. and Pitts.). Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.). Hamilton, Cincinnati, Ohio (C. H. and D. R. R.).	22009 21025 21026 (part)	224.12 46.04 .....	604 943 .....	15,329.80 3,818.55 ( <sup>10</sup> )
Cincinnati, Ohio, and Chattanooga, Tenn.	5	337.50	Cincinnati, Ohio, Chattanooga, Tenn. (C. N. O. and T. P.).	20020	337.50	2,476	45,306.00
Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.	5	125.57	Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.). Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	21024 21026 (part)	100.68 .....	568 .....	6,714.34 ( <sup>12</sup> )
<sup>12</sup> Cincinnati, Ohio, and Richmond, Ky.	5	119.35	Cincinnati, Ohio, Paris, Ky. (Ky. Cent.). Paris, Richmond, Ky. (Ky. Cent.).	20002 (part) 20032	80.00 40.84	1,665 552	9,028.80 2,688.90
Cincinnati, Ohio, and Louisville, Ky.	5	110.52	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.).	20004	.....	.....	( <sup>14</sup> )
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	300.14	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.). Cincinnati Junction, Louisville, Nashville Junction, Ky. (Lou. and Nash.). Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20004 20017 20005	110.00 4.00 185.23	15,269 524 12,528	30,848.40 954.20 46,561.28
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	129.63	Cincinnati, Ohio, North Vernon, Ind. (O. and M.). North Vernon, Ind., Louisville, Ky. (O. and M.).	22010 (part) 22019	( <sup>16</sup> ) 53.73	..... 613	( <sup>16</sup> ) 3,675.13
Cincinnati and New Richmond, Ohio.	5	27.80	Cincinnati, New Richmond Junction, Ohio (Cin. and East.). New Richmond Junction, New Richmond, Ohio (Cin. and East.).	21052 (part) 21085	( <sup>17</sup> ) 14.66	..... 101	( <sup>17</sup> ) 626.71

<sup>1</sup> Distance (163.48 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>2</sup> Two helpers between Chicago and Galesburgh, Ill., 163 miles. One clerk detailed to this line from Peoria and Jacksonville, Ill., R. P. O.<sup>3</sup> Additional R. P. O. between Galesburgh and Quincy.<sup>4</sup> Reserve.<sup>5</sup> Covered by Chicago and Centralia R. P. O., 56.90 miles.<sup>6</sup> Day line, six trips per week; night line, seven trips per week.<sup>7</sup> Day line.<sup>8</sup> Night line.<sup>9</sup> Balance of route covered by Michigan City, Monon, and Indianapolis R. P. O.<sup>10</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.<sup>11</sup> Two helpers Cincinnati to Junction City, Ky.<sup>12</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.

in the United States on June 30, 1894—Continued.

Annual pay for railway postal cars June 30, 1894.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$6,520 00	Apr. 1, 1884	3	25	8	24	7	119,682	2	8 9 1	8 9 1	4	4	25
6,570 85	Apr. 1, 1884	8	23	8	23	7	73,200	1	54 9	8 11			
3,631 55	.....	101	25	102	32	27	73,200	2	54 10	8 9 1	2	4	
4,728 75	July 1, 1880	2	24.42	5	23.61	6	35,619						
		4	27.35	1	22.05	7	41,651						
		2	27.67	5	23.30	6	45,786						
4,218 50	July 1, 1880	4	32.18	1	31.51	7	53,538	3	50 4	9 5	4	3	32
		2	21.66	5	26.21	6	40,871					5	
		4	26.58	1	29.68	7	47,792						
\$10,035 00	July 1, 1880	2	31.12	5	24.76	6	70,043						
		4	32.02	1	27.31	7	81,903						
.....	Apr. 5, 1882	2	24.92	1	25.27	6	58,837	4	13 11	9 0	4	1	4
.....	July 1, 1880	2	25.13	1	25.43	6	143,805						
.....	July 1, 1880	2	25.75	1	25.75	6	140,543						
.....	July 1, 1880	2	27.84	1	27.84	6	29,065	2	19 1	9 0	4	1	4
								1	12 6	9 1			
.....		2	30.16	1	30.16	6	15,650						
.....	Apr. 1, 1882	1	25.96	2	26.32	7	247,050	3	24 1	9 1	4	1	116
.....	July 1, 1880	6	26.54	39	29.16	6	62,956	2	10 4	7 2	2	1	2
.....		6	31.45	39	27.76	6	15,650						
.....	July 1, 1882	6	20.51	1	20.94	6	50,080	2	14 0	9 0	2	1	2
.....	Aug. 1, 1883	6	13.84	1	14.24	6	25,566						
6,522 00	July 1, 1880	1	24.56	4	25.94	7	80,520		45 0		4	3	138
		3	26.00	2	26.00	7	80,520		45 0		4	3	
		166			24.13	3	34,430	1	14 0	9 0	2	1	
240 00	July 1, 1880	1	10.00	4	10.00	7	2,928						
		3	10.00	2	10.00	7	2,928						
11,113 80	July 1, 1880	1	25.87	4	28.50	7	135,588						
		3	27.11	2	27.79	7	135,588						
		165	26.80	6	32.62	6	115,954	3	14 0	9 0	3	1	
		15	30.22	8	25.03	6	45,321	1	17 6	9 4	2	1	2
.....	July 1, 1880	15	26.28	8	26.28	6	33,635						
.....		126	13.26	121	15.07	6	8,579	1	14 0	7 0	1	1	1
.....	July 1, 1880	126	13.38	121	13.17	6	9,176						

<sup>1</sup> Closed pouches on route 20032, between Paris and Winchester; clerks on this line run through between Cincinnati and Huntington, running over Huntington and Lexington R. P. O.

<sup>12</sup> See Cincinnati and Nashville R. P. O.

<sup>13</sup> Two clerks run west with R. P. O. between Cincinnati and Louisville running east in mail apartment car, train 6; 2 clerks act as helpers to R. P. O. between Cincinnati and Elizabethtown; 3 helpers between Louisville and Nashville, 185.23 miles; 3 clerks run in mail apartment cars between Louisville and Nashville, trains 5 and 6; 1 clerk detailed as chief clerk at Louisville, Ky.; 1 clerk detailed as transfer clerk at Bowling Green, Ky.; 1 clerk detailed as transfer clerk at Nashville, Tenn.; 1 clerk detailed as transfer clerk at Louisville, Ky.

<sup>16</sup> Covered by Cincinnati and Saint Louis R. P. O., 73 miles. These clerks do no local service between Cincinnati and North Vernon.

<sup>17</sup> Covered by Portsmouth and Cincinnati R. P. O., 12 miles.



TABLE A\*.—Statement of railway post-offices in operation

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						<i>Pounds.</i>	
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	341.99	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.)	22010	338.60	5,676	\$60,216.62
<i>Clarinda, Iowa, and Corn- ing, Mo.</i>	6	46.36	Clarinda, Northborough, Iowa (Chi., Burl. & Q'cy.). Northborough, Iowa, Corn- ing, Mo. (K.C., St. Joe. and C. Bl.).	27083 28046	18.23 28.02	380 216	1,013.22 1,509.44
<i>Clarksburgh and Weston, W. Va.</i>	3	26.05	Clarksburgh, Weston, W. Va. (Clarks, Wea. and Glen.).	12006	26.25	616	1,795.50
<i>Clayton, Del., and Chester- town, Md.</i>	2	32.71	Clayton, Del., Chester-town, Md. (Kent County).	10012	32.73	584	2,126.79
<i>Clayton, Del., and Easton, Md.</i>	2	44.52	Clayton, Del., Easton, Md. (Del. and Ches. Div. P., W. and B.).	9503 (part)	44.08 <sup>5</sup>	321	2,261.80
<i>Cleveland and Cincinnati, Ohio</i>	5	245.44	Cleveland, Cincinnati, Ohio (C., C., C. and I.).	21042	244.34	10,001	54,734.60
<i>*Cleveland and Coshocton, Ohio.</i>	5	115.56	Cleveland, Canton, Ohio (Connotton Valley). Canton, Coshocton, Ohio (Connotton Valley).	21009 21092	60.00 <sup>6</sup> 54.73	84 303	2,667.60 2,714.06
<i>*Cleveland, Hudson, and Columbus, O.</i>	5	171.33	Cleveland, Hudson, Ohio (Cleve. and Pitta.). Hudson, Columbus, Ohio (Cleve., Mt. Ver. and Del.).	21006 (part) 21004	( <sup>10</sup> ) 146.63	----- 849	( <sup>10</sup> ) 11,533.91
<i>Cleveland, Ohio, and, In- dianapolis, Ind.</i>	5	283.00	Galion, Ohio, Indianapolis, Ind. (C., C., C. and I.). Cleveland, Galion, Ohio (C., C. and I.).	21016 21042 (part)	203.96 ( <sup>11</sup> )	10,001 -----	35,574.70 ( <sup>11</sup> )
<i><sup>12</sup>Cleveland and New Lis- bon, Ohio.</i>	5	91.24	Cleveland, Niles, Ohio (N. Y., Pa. and Ohio). Niles, New Lisbon, Ohio (Cleve. and Mahon. Val.).	21005 (part) 21037	( <sup>12</sup> ) 84.08	----- 248	( <sup>12</sup> ) 1,573.47
<i><sup>14</sup>Cleveland, Ohio, and Pitts- burgh, Pa.</i>	5	149.30	Cleveland, Wellsville, Ohio (Cleve. and Pitta.). Pittsburgh, Pa., Wellsville, Ohio (Cleve. and Pitta.).	21006 (part) 21063 (part)	101.90 ( <sup>16</sup> )	3,592 -----	15,333.91 ( <sup>16</sup> )
<i><sup>1</sup>Cleveland, Ohio, and Sharps- ville, Pa.</i>	5	84.50	Cleveland, Ohio, Sharps- ville, Pa. (N. Y., Pa. and Ohio).	21005	84.50	44,976	9,031.36
<i>Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.</i>	9	340.00	Cleveland, Ohio, Chicago, Ill. (N. Y., Chi. and St. L.).	21089	339.07	623	23,483.98
<i>Cleveland, Tenn., and Sel- ma, Ala.</i>	4	264.95	Cleveland, Tenn., to Selma, Ala. (E. T., V. and Ga.).	17010	264.55	817	19,040.26
<i>Cleveland and Toledo, Ohio.</i>	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.). Elyria, Millbury, Ohio (L. S. and M. S.).	6052 (part) 21007	( <sup>13</sup> ) ( <sup>13</sup> )	65,821 34,928	( <sup>13</sup> ) ( <sup>13</sup> )
<i>Cleveland, Ohio, and Wheel- ing, W. Va.</i>	5	168.67	Grafton, Bridgeport, Ohio (Cleve., Lor. and Wheel.). Cleveland, Grafton, Ohio (C., C. and I.).	21041 (part) 21042 (part)	142.08 <sup>8</sup> ( <sup>16</sup> )	520 -----	9,232.36 ( <sup>16</sup> )

<sup>1</sup> Twelve cars on line between Baltimore and Saint Louis (see Baltimore and Grafton R. P. O.).

<sup>2</sup> Day line.

<sup>3</sup> One clerk detailed to duty office of superintendent fifth division; 1 clerk detailed as transfer clerk Mitchell, Ind.; 1 clerk detailed as transfer clerk Vincennes, Ind.

<sup>4</sup> Night line.

<sup>5</sup> Balance of route (10.42 miles) covered by closed-pouch service. (See Table C.)

<sup>6</sup> 5 clerks detailed to duty in office superintendent fifth division; 1 clerk detailed to duty as chief clerk, Columbus, Ohio; 1 clerk detailed to duty as chief clerk, Saint Louis, Mo.

<sup>7</sup> Formerly Cleveland and Sherrods-ville R. P. O., changed to Cleveland and Coshocton and Canton and Sherrods-ville on July 3, 1883.

<sup>8</sup> Balance of route shown on Canton and Sherrods-ville R. P. O.

<sup>9</sup> Clerks register arrival and departure at depot Columbus, but go to post-office for registered mail, 0.83 miles.

<sup>10</sup> Covered by Cleveland and Pittsburgh R. P. O. 26 miles.

<sup>11</sup> Covered between Cleveland and Galion by Cleveland and Cincinnati R. P. O. 79.80 miles.

<sup>12</sup> Covered by Cleveland and Sharpsville R. P. O. 57 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		Miles.		Miles.					Ft. In.	Ft. In.			
\$23,702 00	July 1, 1880	1	32.57	2	32.32	7	250,336	(1)	50 0	9 4	4	3	31
.....	July 1, 1883	87	12	88	12	6	250,336	1	12 0	6 10	1	1	1
.....	July 1, 1883	87	11	88	11	6	17,290						
.....	July 1, 1881	2	12.50	1	12.50	6	16,307	1	10 0	6 0	1	1	1
.....	July 1, 1881	2	14	1	14	6	20,477	1	8 3	6 6	1	1	1
.....	July 1, 1881	21	12	26	25	6	27,870	1	10 0	6	1	1	1
12,217 00	July 1, 1880	1	28.87	4	31.34	7	179,662		0		4	2	27
.....	July 1, 1880	5	22.66	2	24.22	7	179,692				4	3	
.....	Jan. 2, 1883	1	24.84	4	23.90	6	37,560	2	10 6	7 6	2	1	2
.....	.....	2	22.27	4	23.89	6	34,261						
.....	.....	2	20.89	3	23.05	6	16,339	2	15 4	8 10	3	1	3
.....	July 1, 1880	2	24.69	3	23.87	6	91,790						
5,099 00	July 1, 1880	11	25.82	6	26.22	7	149,209	2	40 0		4	2	8
2,000 00	.....	11	21.68	6	21.11	7	58,414						
.....	.....	12	23.53	3	25.55	6	35,682	1	6 6	6 6	2	1	2
.....	July 1, 1880	12	18.43	3	12.27	6	21,384						
2,547 50	July 1, 1880	36	19.90	41	22.07	6	63,789	5	20 0	9 0	1	12	
.....	.....	40	20.22	35	23.74	6	63,789						
.....	.....	42	26.39	37	26.96	6	63,789						
1,205 00	.....	36	22.31	41	24.10	6	30,173						
.....	.....	40	26.34	35	24.71	6	30,173						
.....	July 1, 1880	42	27.54	37	25.23	6	30,173						
.....	.....	12	21.96	3	21.96	6	52,897	3	18 0	8 11	2	1	2
.....	Jan. 1, 1883	3	25.83	4	25.83	6	212,840	14	20 9	9 0	4	1	4
.....	July 1, 1880	3	22	4	22	7	193,413	14	12 1	7 6	4	1	4
3,506 85	Mar. 9, 1884	21	26.70	24	27.79	6	77,959	1	40 0	9 0	4	1	(24)
397 50	Mar. 9, 1884	25	29.60	(20)	28.14	(21)	38,979	1	17 8	9 0			
.....	.....	(22)	.....	22	28.14	(22)	23,431	1	17 8	9 0			
.....	July 1, 1880	1	18.67	4	26.45	6	89,687	3	16 0	8 8	4	1	4
.....	.....	1	21.22	4	21.13	6	15,900						

<sup>13</sup> Clerks on Cleveland and New Lisbon R. P. O., act as helpers to Cleveland and Sharpsville R. P. O. between Cleveland and Niles.

<sup>14</sup> Triple daily service.

<sup>15</sup> Three helpers running over whole line.

<sup>16</sup> Covered by Pittsburgh and Bellaire R. P. O., 48.20 miles.

<sup>17</sup> 2 cars held in reserve.

<sup>18</sup> 2 reserve cars.

<sup>19</sup> Shown in report of New York and Chicago R. P. O.

<sup>20</sup> Return train (22), runs inward on route 21007, Millbury to Elyria, Ohio, 74.86 miles.

<sup>21</sup> Six trips outward.

<sup>22</sup> Return train (25), runs outward on route 6052, Elyria to Millbury, Ohio, 79.77 miles.

<sup>23</sup> Six trips inward.

<sup>24</sup> Clerks appointed to the New York and Chicago R. P. O.: 1 clerk assigned as helper between Cleveland and Fremont, Ohio, 83.50 miles; 1 clerk assigned as helper between Cleveland and Toledo, Ohio, 113.37 miles. This clerk runs inward on New York and Chicago R. P. O., train 12.

<sup>25</sup> Balance of route between Loraine and Grafton covered by closed pouches, 16.35 miles.

<sup>26</sup> Covered by Cleveland and Cincinnati R. P. O., 25.40 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	( <sup>1</sup> )
Cleveland and Youngstown, Ohio, and Pittsburgh, Pa.	5	135.54	Cleveland, Youngstown, Ohio (N. Y., Pa. and O.). Youngstown, Ohio, Pittsburgh, Pa. (Pitta. and L. Erie.).	21005 (part) 8123	( <sup>1</sup> ) 70.93	3,475	\$10,552 25
Cloverdale and San Francisco, Cal.	8	85.46	Cloverdale, San Francisco, Cal. (San. Fran. and No. Pac.).	46011	90.00	1,464	8,284 10
Cleveland and Zoar Station, Ohio. ( <sup>2</sup> )	5	76.12	Cleveland, Zoar Station, Ohio (Valley R'y.).	21078	76.12	716	4,448 00
Clifton Forge, Va., and Huntington, W. Va.	3	227.39	Clifton Forge, Va., Huntington, W. Va. (C. and O.).	11005 (part) 27024	226.84	1,251	24,049 68
Clinton and Anamosa, Iowa.	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.).	27024	71.99	321	3,693 09
Colton and National City, Cal.	8	128.18	Colton, National City, Cal. (Cal. Southern).	46037	128.00	457	7,770 88
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.).	14008	131.02	930	10,754 12
Columbia and Fayetteville, Tenn.	5	48.55	Columbia, Fayetteville, Tenn. (Duck River Valley).	19015	48.55	87	2,075 50
Columbia and Lawrenceburg, Tenn. ( <sup>3</sup> )	5	38.30	Columbia, Lawrenceburg, Tenn. (Nash. and Florence).	19017	38.30	158	1,637 82
Columbia and Huron, Dak.	6	97.31	Columbia, Huron, Dak. (Chi. and No. West.).	35010	97.40	400	5,496 28
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Fred. Div. Penna.).	8124	39.62	87	1,524 57
			Port Deposit, Perryville, Md. (Fred. Div. Penna.).	10023	4.11	135	175 70
Columbia and Walhalla, S. C.	4	161.68	Columbia, Belton, S. C. (C. and G.).	14001 (part) 14016	117.00 <sup>11</sup> 43.53	611	8,002 79
			Belton, Walhalla, S. C. (B. R.).	14016	43.53	207	1,800 90
Columbus and Albion, Nebr.	6	43.45	Columbus, Lost Creek, Nebr. (Om., Nio. and Bl'k Hills).	34012 (part)	( <sup>12</sup> )	-----	( <sup>12</sup> )
			Lost Creek, Albion, Nebr. (Om., Nio. and Bl'k Hills).	34017	34.22	154	1,462 90
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. River in Nebr.).	33412	221.36	720	16,276 60
Columbus, Ohio, and Ashland, Ky. <sup>14</sup>	5	133.07	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132.00	1,016	14,671 80
Columbus and Athens, Ohio. <sup>14</sup>	5	77.47	Columbus, Athens, Ohio (Col., Hoc. Val. and Tol.).	21036	77.47	685	5,563 89
Columbus and Cincinnati, Ohio.	5	121.61	Columbus, Cincinnati, O. (P. C. and St. L.).	21014	( <sup>15</sup> )	-----	( <sup>15</sup> )
Columbus and Middleport, Ohio <sup>17</sup>	5	89.51	Columbus, Col., Hoc. Val. and Tol. Junc., Ohio (Ohio Central).	21068 (part)	88.20 <sup>16</sup>	376	193,601 67
Columbus and Springfield, Ohio, and Indianapolis, Ind. <sup>18</sup>	5	185.66	Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21033	185.66	856	12,572 71
Columbus, Ga., and Troy, Ala.	4	85.70	Columbus, Ga., Troy, Ala. (Mob. and G.).	17008	85.69	449	4,102 83
Concord and Claremont, N. H.	1	55.05	Concord, Claremont, N. H. (Con. and Clar.).	10093 (part)	54.90	332	2,868 57

<sup>1</sup> Covered by Cleveland and Sharpville R. P. O., 63.07 miles.<sup>2</sup> See route 21005, same R. P. O.<sup>3</sup> Report of 1883: Cleveland and Mineral Point R. P. O. extended to Zoar Station September 1, 1883; increased distance, 1.54 miles.<sup>4</sup> 1 car in reserve.<sup>5</sup> The 3 cars of this line are run through to Richmond, Va., but are not included in report for Richmond and Clifton Forge R. P. O.<sup>6</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.<sup>7</sup> This clerk detailed to Benson and Nogales R. P. O.<sup>8</sup> 2 reserve.<sup>9</sup> R. P. O. established January 22, 1884.<sup>10</sup> Cars and clerks shown on route 8124.<sup>11</sup> Balance of route shown on Greenville and Belton R. P. O., 26.84 miles.<sup>12</sup> Reserve car.<sup>13</sup> Distance (9.2 miles) covered by Norfolk and Columbus, Nebr., R. P. O.<sup>14</sup> Clerks on this line make two round trips daily; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....		4	Miles. 21.42	5	Miles. 26.40	7	47,946	4	<i>Pt. In.</i> 18 0	<i>Pt. In.</i> 8 11	3	1	3
.....	Mar. 19, 1884	4	26.60	5	24.57	7	51,921	( <sup>7</sup> )	18 8	9 2			
.....	July 1, 1881	1	22.53	10	22.53	7	62,555	2	10 3	8 11	2	1	2
.....	Sept. 1, 1883	1	23.53	4	23.82	6	47,643	<sup>42</sup>	12 6	9 0	2	1	2
.....	July 1, 1881	5	22.38	2	20.98	7	164,994	<sup>52</sup>	20 6	9 0	4	1	4
.....	July 1, 1883	41	21	42	22	6	44,947	1	17 7	9 0			
.....	July 10, 1882	2	14.91	1	14.56	6	80,240	1	12 2	7 5	1	1	<sup>2</sup>
.....	July 1, 1880	52	26	53	30	7	96,922	<sup>35</sup>	18 0	8 11	2	1	2
.....	July 1, 1880	2	12.23	1	12.23	6	30,392	1	8 0	5 0	1	1	1
.....	Dec. 1, 1883	22	13.24	21	14.75	6	5,285	1	6 0	3 6	1	1	1
.....	Apr. 1, 1883	22	24	21	24	6	60,916	1	15 6	7 7	2	1	2
.....	July 1, 1881	22	12	23	21	6	24,869	1	9 6	8 0	1	1	1
.....	July 1, 1881	22	16	23	17	6	2,600	( <sup>10</sup> )			( <sup>10</sup> )		
.....	July 1, 1880	53	20	52	20	6	101,212	<sup>2</sup>	19 5	8 5	3	1	3
.....	July 1, 1880	53	17	52	17			<sup>131</sup>	13 0	8 8			
.....		43	13	44	14	6							
.....	Apr. 15, 1881	43	13	44	14	6	27,200	1	10 5	9 0	1	1	1
.....	July 1, 1881	60	21	59	23	6	138,033	2	19 8	9 0	4	1	4
.....	July 1, 1880	2	20.07	1	19.33	12	166,603	4	12 0	6 9	4	1	4
.....	July 1, 1880	6	18.85	3	20.31								
.....	July 1, 1880	1	23.85	2	22.73	12	96,902	3	15 6	7 10	3	1	3
.....		3	22.73	4	24.53								
.....		11	24.92	12	24.03	6	76,127	2	20 0	8 6	2	1	( <sup>14</sup> )
.....	July 1, 1880	6	22.65	5	22.65	6	41,841	1	14 0	7 0	1	1	1
.....	July 1, 1880	5	25.55	4	25.72	6	116,223	2	22 0	8 8	4	1	4
.....	July 1, 1880	1	14	2	14	7	62,561	2	13 0	9 0	2	1	2
.....	July 1, 1881	12	20.35	3	19.74	6	34,461	<sup>232</sup>	12 0	7 0	1	1	1
								<sup>231</sup>	12 0	6 8			
								<sup>231</sup>	10 0	7 0			

<sup>13</sup> Covered by Pittsburgh and Cincinnati R. P. O.<sup>14</sup> See Pittsburgh and Cincinnati R. P. O.; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.<sup>15</sup> Formerly Columbus and Corning R. P. O.; extended June 9, 1884, to Columbus and Middleport; clerks are now running between Columbus and Athens.

Closed pouches reside; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

<sup>16</sup> Pay not fixed on 22.38 miles.<sup>17</sup> Clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.<sup>18</sup> Balance of route covered by closed-pouch service between Claremont and Claremont Junction, 1.90 miles (see Table C).<sup>19</sup> These cars are also used by Pittsfield and Lawrence R. P. O. from Hocksett to Lawrence, Mass. (see foot-note to that line).<sup>20</sup> Reserve cars.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Concordia and Junction City, Kans.	7	70.92	Concordia, Junction City, Kans. (U. P.).	33015	73.19	Pounds. 669	\$5,194 29
Corning, N. Y., and Williamsport, Pa. <sup>1</sup>	2	113.8	Corning, N. Y., Stokesdale Junction, Pa. (Fall Brook Coal Co.). Stokesdale Junction, Williamsport, Pa. (Fall Brook Coal Co.).	8065	( <sup>2</sup> )	-----	( <sup>2</sup> )
Corpus Christi and Laredo, Tex.	7	161.75	Corpus Christi, Laredo, Tex. (T. M.).	31016	161.75	351	8,574 36
Council Bluffs, Iowa, and Brunswick, Mo. <sup>4</sup>	7	224.60	Council Bluffs, Iowa, Brunswick, Mo. (W. S. L. and P.).	28013	224.42	2,454	30,126 14
Council Bluffs, Iowa, and Kansas City, Mo.	7	196.50	U. P. Transfer, Iowa, Kansas City, Mo. (K. C., St. J. and C. B.).	28006	200.70	5,150	34,492 30
Cranberry, N. C., and Johnson City, Tenn. <sup>7</sup>	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. Tenn., Va. and Ga.).	19018	33.75	98	1,422 81
Crestline, Ohio, and Chicago, Ill.	5	280.62	Crestline, Ohio, Chicago, Ill. (Pitts., F. W. and Chic.) (part)	21002	( <sup>2</sup> )	-----	( <sup>2</sup> )
Creston, Iowa, and Saint Joseph, Mo. <sup>11</sup>	7	104.47	Creston, Ia., Hopkins, Mo. (C. B. and Q.). Hopkins, Saint Joseph, Mo. (K. C., St. J. and C. B.).	27007	44.30	795	3,371 23
Crete and Red Cloud, Nebr.	6	150.11	Crete, Red Cloud, Nebr. (Om. and South West). Beatrice, Red Cloud, Nebr. (Rep. Valley).	34006	30.66	670	2,175 94
Crookston, Minn., and Devil's Lake, Dak.	6	114.35	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.).	34016	120.84	290	5,889 74
Cuba and Salem, Mo.-----	7	40.93	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.).	26039	114.34	633	7,919 18
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Cuba, Salem, Mo. (St. L., S. and L. R.).	28023	40.93	396	2,309 68
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Piedmont, W. Va. (C. and Pa.).	10011	83.76	360	1,818 65
Curwinsville and Tyrone, Pa.	2	47.45	Cumberland, Md., Pittsburgh, Pa. (Pitts. Div. B. and O.).	8063	150.32	1,615	16,708 05
Dallas and Cleburne, Tex..	7	55.05	Curwinsville, Tyrone, Pa. (T. and C. Brch., Penn.).	8035	47.66	565	3,178 44
Dallas and El Paso, Tex. <sup>18</sup>	7	-----	Dallas, Cleburne, Tex. (G. C. and S. F.).	31035	55.05	76	2,353 38
Danbury and South Norwalk, Conn.	1	23.61	Danbury, South Norwalk, Conn. (Dan. and Nor.).	5013	23.61	1,270	2,281 19
Danville and Buffalo, N. Y. <sup>16</sup>	2	95.98	Avon, Danville, N. Y. (D. M. and M. Broh. N. Y., L. E. and W.).	6006	30.19	687	2,168 24
			Avon, Attica, N. Y. (Attica Brch. N. Y., L. E. and W.).	6007	34.50 <sup>17</sup>	1,132	3,126 73
			Attica, Buffalo, N. Y. (Buffalo Brch. N. Y., L. E. and W.).	6008	( <sup>19</sup> )	-----	( <sup>19</sup> )
Danville and Cairo, Ill.-----	6	259.10	Danville, Cairo, Ill. (Wab., St. L. and Pac.).	23050	259.85	482	16,219 83

<sup>1</sup> Established July 30, 1883: relieved every third week by a Geneva and Wellsborough clerk.<sup>2</sup> 30.20 miles covered by Geneva and Wellsborough R. P. O.<sup>3</sup> Cars and clerks shown on route 8065.<sup>4</sup> Reported last year as Brunswick and Council Bluffs R. P. O.<sup>5</sup> 1 car in reserve at Saint Joseph.<sup>6</sup> 3 helpers through.<sup>7</sup> This line was transferred from the fifth division May 1, 1884.<sup>8</sup> In reserve.<sup>9</sup> Covered by Pittsburgh and Chicago R. P. O., 279.50 miles. Clerks register at depot Crestline, but accompany registered mail to and from post-offices.<sup>10</sup> See Pittsburgh and Chicago R. P. O.<sup>11</sup> Trains 11 and 12 run between Creston and Hop-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.		Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.	Number of clerks.			
	Apr. 16, 1884	132	<i>Miles.</i> 20	131	<i>Miles.</i> 20	7	51,913	1	<i>Ft. In.</i> 13 3	<i>Ft. In.</i> 9 1	1	1	1	
		9	23	6	20	6	22,023	1	13 6	7 0	1	1	1	
	July 16, 1883	9	22	6	23	6	49,272	( <sup>9</sup> )			( <sup>9</sup> )			
	July 1, 1882	2	13	1	13	7	118,401	2	12 0	6 0	3	1	3	
	July 1, 1883	4	22½	5	21½	7	164,407	2	25 7½	9 2½	3	1	3	
	July 1, 1883	2	22	1	25½	7	136,835	<sup>13</sup>	22 0	9 3	3	2	<sup>14</sup>	
	July 1, 1880	1	10.17	2	10.17	6	21,853	1 <sup>11</sup>	10 8 11 8	5 6 7 2	1	1	1	
		1	23.47	8	24.40	6	175,668	3	24 0	9 0	4	1	( <sup>10</sup> )	
	July 1, 1883	12	26	11	23	6	25,283	1	15 4	9 3	2	1	2	
	July 1, 1883	63	26	64	23	6	40,114							
	July 1, 1883	5	20	6	26	6	19,193	}	1	18 0	9 0	2	1	2
	Sept. 1, 1881	5	20	6	25	6	137,376							
	Apr. 16, 1884	9	20	10	20	6	71,583	2	16 0	8 9	2	1	2	
	July 1, 1883	1	11	2	11	6	25,622	1	6 0	7 0	<sup>12</sup> 1	1	1	
	July 1, 1881	2	17.44	1	18.46	6	21,115	1	10 0	8 4	1	1	1	
		4	17.11	3	17.44	6	21,115							
	July 1, 1881	10	25.00	1	26.55	6	94,357	2	18 4	8 10	3	1	<sup>13</sup>	
	July 1, 1881	1	18	2	23	6	29,704	1 <sup>14</sup>	11 0 10 9	8 5 8 1	1	1	1	
	Mar. 1, 1882	10	21	1	21	7	40,297	1	13 0	9 0	1	1	1	
	July 1, 1881	1	23.57	2	20.20	6	14,779	1	11 2	6 0	1	1	1	
		7	23.57	8	23.18	6	14,779	<sup>14</sup> 1	10 5	5 9				
	July 1, 1881	17	24	18	20	6	18,905	1 <sup>14</sup> 1	15 0 12 8	9 0 9 11	1	1	1	
	July 1, 1881	17	24	18	30	6	21,605	( <sup>15</sup> )			( <sup>16</sup> )			
		17	26	18	27	6	19,583	( <sup>15</sup> )			( <sup>16</sup> )			
	July 1, 1883	<sup>15</sup> 55	20	54	19	6	162,196	1	15 0	7 8	4	1	<sup>15</sup>	
		<sup>15</sup> 55	20	54	20	6		1	14 0	7 9				
								1	14 4	6 7				

kins, and 63 and 64 between Hopkins and Saint Joseph.

<sup>12</sup> Acting clerk.<sup>13</sup> Also one acting clerk who runs between Pittsburgh and Connelleville.<sup>14</sup> Reserve car.<sup>15</sup> See Texarkana and El Paso R. P. O.<sup>16</sup> Relieved every third week by a Rochester and Corning clerk.<sup>17</sup> Balance of route, 76.47 miles, covered by Rochester and Corning R. P. O.<sup>18</sup> Cars and clerks shown on route 6006.<sup>19</sup> 31 51 miles covered by Hornellsville and Buffalo R. P. O.<sup>20</sup> Danville to Mt. Carmel.<sup>21</sup> One clerk detailed to transfer duty at Danville, Ill.<sup>22</sup> Vincennes to Cairo.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Danville and Olney, Ill. ....	6	108.82	Danville, Sidell's Grove, Ill. (Chi. and Eastern, Ill.).	23044	23.76	154	\$1,105 74
			Sidell's Grove, Olney, Ill. (Dan., Olney and Ohio Riv.).	23006	86.49	154	3,697 45
Davenport, Iowa, and Cameron, Mo.	6	283.45	Davenport, Iowa, Cameron, Mo. (Chi., R. Isld. and Pac.).	27017 <sup>a</sup>	280.90	1,980	35,786 66
<sup>a</sup> Davenport and Knoxville, Iowa.	6	143.00	Davenport, Washington, Iowa (Chi., R. Isld. and Pac.).	27017 (part)	( <sup>a</sup> )	( <sup>a</sup> )	.....
			Washington, Knoxville, Iowa (Chi., R. Isld. and Pac.).	27016	78.61	443	4,704 81
<sup>a</sup> Dayton and Ironton, Ohio.	5	168.76	Dayton, Ironton, Ohio (Tol., Cin. and St. L.).	21054	167.91	160	7,780 09
Dayton and Wallula, Wash.	8	68.98	Dayton, Walla Walla, Wash. (Oregon Ry. and Navigation Co.).	43008	40.00	1,344	4,001 60
			Walla Walla, Wallula, Wash. (Oregon Ry. and Navigation Co.).	43004	32.10	1,312	3,156 39
Decherd and Fayetteville, Tenn.	5	40.37	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.37	144	1,725 81
<sup>a</sup> Delaware and Columbus, Ohio.	5	25.70	Delaware, Columbus, Ohio (C., C., C. and L.).	21013	25.70	1,675	2,922 60
<sup>b</sup> Delphos, Ohio, and Saint Louis, Mo.	5	378.11	Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. L.).	21065	108.32	64	4,630 67
			Kokomo, Frankfort, Ind. (Tol., Cin. and St. L.).	22033	27.85	101	1,190 58
			Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. Louis).	22046	238.26	178	10,185 60
Delta, Pa., and Baltimore, Md.	3	47.50	Delta, Pa., Baltimore, Md. (Md. Central).	10024	45.50	283	2,178 54
Deming, N. Mex., and Los Angeles, Cal.	8	715.72	Deming, N. Mex., Yuma, Cal. (So. Pac.).	40001	467.02	2,710	64,289 97
			Yuma, Los Angeles, Cal. (So. Pac.).	46014 (part)	248.70	2,710	27,389 33
Denison and Taylor, Tex..	7	258.98	Denison City, Whitesborough, Tex. (Mo. Pac.).	31022 (part)	24.92 <sup>12</sup>	1,436	2,578 22
			Whitesborough, Taylor, Tex. (Mo. Pac.).	31028	234.43	2,134	30,466 52
Denison and Houston, Tex.	7	339.19	Denison City, Houston, Tex. (H. and T. C.).	31003	337.64	4,125	53,407 89
Denison, Troup, and Houston, Tex.	7	344.35	Denison City, Mineola, Tex. (Mo. Pac.).	31017	102.84	1,080	9,144 53
			Mineola, Troup, Tex. (I. and G. N.).	31032	44.54	1,398	4,531 94
			Troup, Houston, Tex. (I. and G. N.).	31006 (part)	( <sup>15</sup> )	3,650	( <sup>15</sup> )
Denton and Dallas, Tex....	7	38.23	Denton, Dallas, Tex. (Mo. Pac.).	31030	37.85	201	1,618 08
Denver and Georgetown, Colo.	7	50.80	Denver, Golden, Colo. (Colo. Central).	38003 (part)	( <sup>17</sup> )	.....	( <sup>17</sup> )
			Golden, Georgetown, Colo. (Colo. Central).	38020	35.12	808	2,702 48

<sup>1</sup> One clerk detailed to Chicago, Ill., and Burlington, Iowa R. P. O.<sup>2</sup> Balance of route (55.16 miles) covered by Cameron, Plattsburgh, Mo., and Atchison, Kans., R. P. O., and by closed pouches between Atchison Junction and Leavenworth, Kans. See Table C.<sup>3</sup> Two helpers between Seymour, Iowa, and meeting point, 114 miles.<sup>4</sup> Distance (65.50 miles) covered by Davenport, Iowa, and Cameron, Mo., R. P. O.<sup>5</sup> This line was reported last year as Washington and Knoxville, Iowa, R. P. O. Increased distance run this year 65.50 miles. Clerks run as helpers in Davenport, Iowa, and Cameron, Mo., R. P. O. between Davenport and Washington, Iowa.<sup>6</sup> Formerly Dayton and Wellston R. P. O. Extended November 5, 1883, to Ironton. Increased distance 50.57 miles.<sup>7</sup> Two clerks run between Dayton and Wellston. One clerk runs between Wellston and Ironton.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartment cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
.....	July 1, 1883	51	Miles. 13	52	Miles. 11	6	14,874	2	Ft. In. 6 8	Ft. In. 6 1	1	1	12	
.....	July 1, 1883	51	9	52	9	6	54,143							
.....	July 1, 1883	5	24	6	24	6	175,843	3	22 6	9 4	4	1	26	
.....		5	22	6	23	6	41,003	1	22 6	9 4	2	1	2	
.....	July 1, 1883	5	23	6	22	6	48,515							
.....	Nov. 5, 1883	61	14	60	13.33	6	84,000	3	8 0	5 10	3	1	73	
.....	Sept. 21, 1881	1	19.54	2	19.54	7	28,130	2	21 8	8 10	1	1	1	
.....	July 1, 1881	1	19.54	2	19.54	7	22,347							
.....	July 1, 1880	81	11.56	82	12.14	6	25,244	1	8 0	6 2	1	1	1	
.....	July 1, 1880	3	25.53	2	28.05	6	16,088	1	9 6	9 1	1	1	1	
.....	July 1, 1880	1	15.56	2	17.70	6	67,808	6	10 5	7 6	6	1	6	
.....	July 1, 1880	1	19.50	2	19.98	6	17,434							
.....	May 21, 1884	1	16.88	2	16.88	6	149,150							
.....	Jan. 21, 1884	2	14.06	1	15.00	6	29,785	1	8 0	5 8	1	1	1	
.....	July 1, 1881	20	23.33	19	23.10	7	341,858	(11)	55 14	9 54	8	1	8	
.....	July 1, 1881	20	23.33	19	23.10	7	182,048	2	22 2	9 2	4	1	4	
.....	July 1, 1882	153	21	154	21.50	7	15,226							
.....	July 1, 1883	153	21	154	21.50	7	171,847	2	22 0	9 0	5	1	146	
.....	July 1, 1882	2	21	1	21	7	248,287							
.....	July 1, 1882	199	19	200	19	7	75,279	143	1	23 10	9 4	5	1	5
.....	July 1, 1882	199	21	200	21	7	32,563	1	23 8	9 5				
.....	July 1, 1882	199	22	200	22	7	144,222	1	23 0	8 10				
.....								1	20 6	7 5				
.....								141	21 2	8 10				
.....	Sept. 1, 1881	193	12	194	12	6	23,932	141	1	13 4	7 4	1	1	1
.....		231	16	232	16	7	11,712	1	16 3	7 5	1	1	1	
.....	July 1, 1882	231	12	232	12	7	25,473							

<sup>1</sup> One reserve car.<sup>2</sup> Clerk records arrival and departure at depot, Columbus, but goes to post-office for registered mail, 44 mile.<sup>12</sup> Runs are divided as follows: 2 clerks between Delphos and Frankfort, 2 clerks between Frankfort and Charleston, 2 clerks between Charleston and East Saint Louis.

Cars on San Francisco and Los Angeles R. P. O. run through to Deming on this line.

<sup>13</sup> 15.50 miles of route 31022 covered by closed pouch

service between Whitesborough and Gainesville, Tex. See Table C.

<sup>14</sup> 1 clerk detailed office superintendent, Saint Louis, Mo.<sup>15</sup> 2 cars held in reserve.<sup>16</sup> 197 miles distance on route 31006 covered by Texarkana and Houston R. P. O.<sup>17</sup> In shops.<sup>18</sup> 16 miles distance on route 38003 covered by Fort Collins and Denver R. P. O.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<sup>1</sup> Denver <sup>2</sup> and Leadville, Colo.	7	172.25	Denver, Leadville, Colo. (D. S. P. and Pac.).	38005	172.25	1,078	\$15,170 05
Denver and Pueblo, Colo..	7	125.98	Denver, Pueblo, Colo. (D. and N. O.).	38023	125.98	527	8,186 18
<sup>3</sup> Denver, Colo., and Ogden, Utah.	7	772.81	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	( <sup>4</sup> )	.....	( <sup>5</sup> )
			South Pueblo, Salida, Colo. (D. and R. G.).	38019 (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
			Salida, Colo., Ogden, Utah (D. and R. G.).	38012	555.64	1,136	18,805 72
<sup>6</sup> Denver, Pueblo, and Leadville, Colo.	7	278.51	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	120.00	2,233	15,698 40
			South Pueblo, Leadville, Colo. (D. and R. G.).	38019	158.92	2,850	22,283 76
Des Moines and Albia, Iowa	6	68.46	Des Moines, Albia, Iowa (Chi. Burl. and Qcy.).	27033	68.88	2,360	9,187 21
<sup>10</sup> Des Moines and Decatur, Iowa.	6	85.50	Des Moines, Decatur, Iowa (Des M., Osc. and South.).	27084 <sup>11</sup> (part)	86.32	151	3,690 18
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. I. and Pac.).	27019	163.11	704	11,854 83
Des Moines, Percy and Albia, Iowa.	6	67.97	Des Moines, Albia, Iowa (Wab., St. L. and Pac.).	27060 (part)	67.97	168	2,905 72
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jc., Iowa (Chi., R. I. and Pac.).	27015 <sup>14</sup> (part)	15.70	533	1,020 18
			Somerset Jc., Winterset, Iowa (Chi., R. I. and Pac.).	27076	27.72	449	1,659 04
<sup>12</sup> Detroit, Mich., and Chicago, Ill.	9	286.69	Detroit, Mich., Chicago, Ill. (Mich. Cent.).	24006	285.10	14,209	76,785 98
<sup>13</sup> Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (Det., Grt. Hav. and Mil.).	24027	189.06	2,532	25,540 11
<sup>14</sup> Detroit and Grand Rapids, Mich.	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	( <sup>15</sup> )	.....	( <sup>16</sup> )
			Jackson, Grand Rapids, Mich. (Mich. Cent.).	24010	94.72	2,178	12,309 81
<sup>17</sup> Detroit, Mich., and Peru, Ind.	9	194.73	Detroit, Mich., Denver, Ind. (Wab., St. L. and Pac.).	22027 <sup>17</sup> (part)	186.03	515	11,929 10
			Denver and Peru, Ind. (Wab., St. L. and Pac.).	22004 (part)	( <sup>18</sup> )	.....	( <sup>19</sup> )
<sup>18</sup> Detroit and Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	( <sup>20</sup> )	.....	( <sup>21</sup> )
			Jackson, Niles, Mich. (Mich. Cent.).	24008	104.30	665	7,402 17
			Niles, Mich., Chicago, Ill. (Mich. Cent.).	24006 (part)	( <sup>22</sup> )	.....	( <sup>23</sup> )
Detroit, Mich., and Toledo, Ohio, <i>day line</i> .	9	60.30	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	60.12	3,966	9,355 27
Detroit, Mich., and Toledo, Ohio, <i>night line</i> .	9	65.95	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	65.58	4,368	10,597 72

<sup>1</sup> Denver and Leadville R. P. O. and Denver, Pueblo, and Leadville R. P. O. run on same track from Buena Vista to Leadville, but on different routes—lap service. Buena Vista and Gunnison R. P. O. also runs over route 38005 between Buena Vista and Nathrop, Colo.

<sup>2</sup> Reserve car at Denver.

<sup>3</sup> Reported last year as Salida and Grand Junction R. P. O. Increased distance 565.31 miles.

<sup>4</sup> 120 miles distance on route 38001 covered by Denver, Pueblo, and Leadville R. P. O.

<sup>5</sup> 97 miles distance on route 38019 covered by Denver, Pueblo, and Leadville R. P. O.

<sup>6</sup> Reserve car.

<sup>7</sup> Denver and Ogden R. P. O. runs 120 miles on route 38001, between Denver and South Pueblo, and 97 miles on route 38019, between South Pueblo and Salida, Colo.

<sup>8</sup> 50 miles of route 38001 covered by Pueblo and Silvertown R. P. O., between South Pueblo and

Cucharas, Colo., and 36.90 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. See Table C.

<sup>9</sup> 1 car in reserve at Denver. All full-length postal cars.

<sup>10</sup> This line was reported last year as Des Moines and Osceola, Iowa, R. P. O. Increased distance run this year 25.50 miles.

<sup>11</sup> Balance of route (5.80 miles) between Decatur and Leon, covered by closed pouches. See Table C.

<sup>12</sup> 1 car in reserve.

<sup>13</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

<sup>14</sup> Balance of route, Somerset Junction to Indianola, Iowa (6.73 miles), covered by pouch service. See Table C.

<sup>15</sup> Double service, one line daily, the other daily, except Sunday.

<sup>16</sup> 1 car held in reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last reorganization.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail appointments.	In the dimensions of apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.		Train No. inward.				Average speed.	Length.				Width.
			Miles.	Miles.										
.....	July 1, 1883	261	17	262	17	7	126,087	2	15 8	7 7	3	1	3	
.....	Dec. 2, 1882	1	26	2	26	7	92,217	2	14 0	7 6	2	1	2	
.....		1	25	8	25	7	87,840	6	19 8	7 5	8	1	8	
.....		1	25	8	25	7	71,004							
.....	Apr. 1, 1883	1	21	8	21	7	406,853	61	35 8	7 7				
.....	July 1, 1882	3	23	6	23	6	75,082	34	35 8	7 7	4	1	4	
.....	July 1, 1882	3	20	6	20	6	99,265							
.....	Apr. 1, 1884	32	23	33	25	6	42,856	2	17 5	8 9	2	1	2	
.....	July 1, 1883	1	15	2	16	6	53,523	1	8 0	7 8	1	1	1	
.....	July 1, 1883	2	22	1	24	6	102,088	123	16 6	9 0	2	1	123	
.....	July 1, 1883	8	22	7	21	6	42,549	1	25 7	7 8	1	1	1	
.....	July 1, 1883	33	18	34	19	6	9,828	1	9 0	7 0	1	1	1	
.....	July 1, 1883	33	18	34	19	6	17,027							
\$18,581 50	Apr. 4, 1883	3	29.03	2	30.05	6	179,467	123	44 0	9 0	4	2	130	
		9	26.14	10	30.86	7	209,857	123	50 0	9 0	4	3	130	
	Apr. 4, 1883	3	24.36	6	23.06	6	118,276	123	22 10	9 0	3	1	126	
.....		1	27.00	8	25.20	6	100,180	1	21 0	8 7	2	1		
.....		15	30.28	16	32.44	6	47,388	1	11 1	7 11				
.....	Apr. 4, 1883	15	26.82	16	28.89	6	59,285	1	10 7	8 6	3	1	3	
.....		103	25.04	106	26.20	6	59,285	1	10 7	8 6				
.....	Aug. 1, 1882	21	24.89	26	26.87	6	129,079	2	16 6	10 4	3	1	3	
.....		21	24.89	26	26.87	6	560							
.....		11	25.23	4	25.23	6	47,388	1	16 8	9 0	4	1	(20)	
.....	Apr. 4, 1883	11	25.32	4	23.86	6	65,060	1	18 0	9 0				
.....		11	25.06	4	26.23	6	59,382	.....		.....				
.....	Apr. 4, 1883	301	27.36	306	29.65	6	37,747	1	17 10	8 8	1	1	1	
.....	Apr. 4, 1883	(20)	.....	130	12.16	6	41,284	1	36 0	9 0	1	2	2	

<sup>17</sup> 3 clerks detailed to the Detroit, Three Rivers, and Chicago R. P. O.; 1 clerk detailed to office of chief clerk R. M. S., Detroit, Mich.; 2 clerks assigned as transfer clerks at Detroit, Mich.; 1 clerk assigned as transfer clerk at Jackson, Mich.; 1 clerk detailed from Grand Rapids and La Crosse R. P. O.; 2 clerks assigned as helpers between Kalamazoo, Mich., and Chicago, Ill. (144 miles); 1 clerk detailed as transfer clerk at Michigan City, Ind.

<sup>18</sup> Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich. (157.50 miles). There is double service between these points daily, except Sunday.

<sup>19</sup> 1 car held in reserve.

<sup>20</sup> 1 clerk assigned as helper between Detroit and Durand, Mich., 67 miles.

<sup>21</sup> Double service between Jackson and Grand Rapids, Mich. (94.72 miles), daily, except Sunday.

<sup>22</sup> Shown in report of Detroit and Chicago R. P. O.

<sup>23</sup> Reported last year as Detroit and Logansport R. P. O.

<sup>24</sup> Balance of route, Denver to Logansport, Ind. (18.03 miles), covered by closed pouches. See Table C; R. P. O. service between Detroit, Mich., and Logansport, Ind., to May 18, 1884. Since then the R. P. O. has run from Detroit, Mich., to Peru, Ind., via Denver, Ind. This R. P. O. runs 8.03 miles on route 22004.

<sup>25</sup> Shown in report of Michigan City and Indianapolis R. P. O.

<sup>26</sup> Outward clerks perform duty in Detroit and Chicago R. P. O. between Niles, Mich., and Chicago, Ill. (94.49 miles). Inward they perform duty in the same R. P. O. between Jackson and Detroit, Mich. (75.70 miles).

<sup>27</sup> Shown in report of Detroit and Chicago R. P. O.

<sup>28</sup> Clerks appointed to Detroit and Chicago R. P. O.

<sup>29</sup> No train outward. Service performed by Detroit and Toledo day line.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Doyle's Station, and Tullahoma, Tenn <sup>1</sup> .	5	56.82	Doyle's Station, Tullahoma, Tenn. (Nash., Chat. and St. L.).	19013	56.82	302	\$1,515 06
Dresden and Cincinnati, Ohio.	5	185.22	Dresden, Morrow, Ohio (P., C. and St. L.).	21029	148.73	678	10,555 86
		148.73	Morrow, Cincinnati, Ohio (P., C. and St. L.).	21014 (part)	( <sup>4</sup> )	-----	( <sup>4</sup> )
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (Low Grade Div. Alleg. Val.).	8076	110.45	409	6,327 67
Dubuque, Iowa and Mendota, Ill. <sup>2</sup>	6	132.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central).	23021 <sup>6</sup> (part)	132.29	2,705	14,569 09
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central).	27021	327.59	2,944	36,971 81
Duluth and St. Paul, Minn..	6	154.90	Duluth, St. Paul, Minn. (St. Paul and Dul.).	26007	155.59	1,234	11,813 95
Duncan's Mills and San Francisco, Cal.	8	79.25	Duncan's Mills, San Francisco, Cal. (No. Pac. Coast).	46016	79.25	429	4,075 75
Dunkirk, N. Y., and Titusville, Pa. <sup>11</sup>	2	91.41	Dunkirk, N. Y., Titusville, Pa. (Dun., A. V. and P.).	6019	91.16	428	5,378 44
Dupont, Ga., and Newnanville, Fla.	4	104.10	Du Pont, Ga., to Newnanville, Fla. (S., F. and W. Rwy.).	15036	104.10	196	664 15
Dwight and Washington, Ill.	6	70.13	Dwight, Washington, Ill. (Chi. and Alton).	23019	70.12	239	3,117 53
Easton and Hazleton, Pa. <sup>14</sup>	2	69.18	Easton, Penn Haven Junction, Pa. (Lehigh Val.).	8010	( <sup>15</sup> )	-----	( <sup>15</sup> )
		145.53	Penn Haven Junction, Hazleton, Pa. (Lehigh Val.).	8016 <sup>16</sup> (part)	15.90	397	897 24
East Saginaw and Lakeview, Mich.	9	71.29	East Saginaw, Alma, Mich. (Det., Lan. and Northern).	24030 <sup>17</sup> (part)	39.11	527	2,495 07
			Alma, Lakeview, Mich. (Det., Lan. and Northern).	24041	34.00	362	1,831 58
East Saginaw and Port Huron, Mich. <sup>18</sup>	9	92.06	East Saginaw, Saginaw Junction, Mich. (Pt. H. and N. W.).	24025	78.85	292	3,843 15
			Saginaw Junction, Port Huron, Mich. (Pt. H. and N. W.).	24042 (part)	( <sup>19</sup> )	-----	( <sup>20</sup> )
Eastonton and Gordon, Ga.	4	38.73	Eastonton, Gordon, Ga. (Cent. R. R. of Ga.).	15014	38.57	108	1,648 86
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minn. (Chi., Mil. and St. Paul).	25047	49.58	183	2,119 54
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Franklin Div. Va. Mid.).	11022	37.23	152	1,591 58
Ellijay and Marietta, Ga...	4	57.75	Ellijay, Marietta, Ga. (M. and N. G. R. R.).	15030 <sup>21</sup> (part)	67.83	111	2,012 23
Elmira, N. Y., and Blossburgh, Pa. <sup>22</sup>	2	52.41	Elmira, N. Y., Blossburgh, Pa. (Tioga).	8020 <sup>22</sup> (part)	49.92	560	3,329 16

<sup>1</sup> Report of 1883. Rock Island and Tullahoma R. P. O. Extended to begin at Walling March 4, 1884. Increased distance, 1.10 miles. Extended to begin at Doyle's Station May 5, 1884. Increased distance, 7.10 miles.

<sup>2</sup> Between Dresden Junction and Morrow, 12 times per week; residue 6 times. Formerly run between Dresden Junction and Washington Court House, May 11, 1884.

<sup>3</sup> Dresden Junction to Cincinnati, 3 crews, 1 clerk to crew. Dresden to Morrow, 2 crews, 1 clerk to crew. Covered by Columbus and Cincinnati R. P. O., 36 miles.

<sup>4</sup> Reserve car.

<sup>6</sup> Balance of route (212.85 miles) covered by Mendota and Centralia, Ill., R. P. O.

<sup>7</sup> This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been extended to Dubuque, Iowa, and divided at Mendota, Ill., into Dubuque, Iowa, and Mendota, Ill., and Mendota and Centralia, Ill., R. P. O's. Increased distance run this year, 63.80 miles.

<sup>8</sup> Night line.

<sup>9</sup> Day line.

<sup>10</sup> 1 helper on day line between Dubuque and Waterloo, Iowa, 93 miles.

<sup>11</sup> Reserve.

<sup>12</sup> 1 reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	Mar. 4, 1884	72	Miles. 12. 80	71	Miles. 11. 30	6	31, 148	1	<i>Ft. In.</i> 8 0	<i>Ft. In.</i> 6 2	1	1	1
.....	July 1, 1880	11 3 11	25. 81 21. 09 22. 15	18 4 18	26. 60 17. 00 19. 25	(?)	93, 104 84, 401 22, 536	} 4	14 6	6 9	25	1	5
.....	July 1, 1881	2	21	1	18	6	68, 848		2 51	14 0 14 8	8 6 8 5	2	1
.....	July 1, 1883	5	24	6	26	6	82, 813	1	27 3	9 0	2	1	2
.....	July 1, 1883	22 24	21 21	1 2	22 22	} 12	410, 204	{ 3 3	24 7 24 0	9 0 9 0	5 5	1	11
.....	July 1, 1883	2	24	1	21		6		96, 905	2 111	22 6 21 2	8 6 9 3	3
.....	July 1, 1881	1	16. 23	16	15. 85	6	49, 610	123	21 4	9 6	2	1	2
.....	July 1, 1881	1	24	4	23	6	57, 222	1	15 6	6 6	2	1	2
.....	Jan. 22, 1883	9	18	10	19	7	75, 993	1	18 0	9 3	1	1	1
.....	July 1, 1883	122	21	121	21	6	43, 901	1	13 10	9 5	1	1	1
.....		2	27	7	26	6	33, 886	2	15 0	8 0	2	1	175
.....		18 6	23 31	3 21	26 32	6 148	33, 866 28, 501	2 1	14 0 10 0	8 4 8 0	2 2	1	
.....	July 1, 1881	2	18	7	15	6	9, 440	(20) 1			(20) 1	1	1
.....	Dec. 20, 1883	3	19. 10	2	19. 10	6	24, 194		1	10 3			
.....	Apr. 4, 1883	3	15. 90	2	15. 90	6	20, 432	1	9 8	6 9	} 1	1	1
.....	Apr. 4, 1883	5	20. 50	8	21. 84	6	49, 829	1	9 6	6 0			
.....		5	20. 50	8	21. 84	6	7, 799	(24)			} 1	1	22
.....	July 1, 1880	24	13	23	12	6	24, 246	251	26 4	8 7			
.....	July 1, 1883	1	22	2	20	6	30, 924	1 1	18 0 15 7	9 3 7 0	1	1	1
.....	July 1, 1881	34	10. 57	33	10. 57	6	23, 324	1	5 4	5 3	1	1	1
.....	July 17, 1882	1	8	2	8	6	36, 161	1	14 0	6 10	1	1	1
.....	July 1, 1881	1	19	4	18	6	32, 807	1 51	12 4 10 7	9 7 6 3	1	1	1

<sup>18</sup> Relieves Buffalo and Jamestown clerk every third week.<sup>14</sup> Double day service and additional run 45.53 miles to Mauch Chunk and return.<sup>15</sup> 54.10 miles covered by New York and Elmira R. P. O.<sup>16</sup> Short run Easton to Mauch Chunk. Same clerks as on trains 2 and 18; 1 from Mauch Chunk in the a. m. and from Easton in the p. m.<sup>17</sup> One helper Easton to Hazleton and return.<sup>18</sup> Reserve cars.<sup>19</sup> Balance of route (8.80 miles) covered by Hazleton and Sunbury R. P. O.<sup>20</sup> Cars and clerks shown on route 8010.<sup>21</sup> Remainder of route (6.83 miles) Alma to Ithaca, Mich., covered by closed-pouch service. See Table C\*.

Mich., covered by closed-pouch service. See Table C\*.

<sup>22</sup> Runs on route 24042, Saginaw Junction to Port Huron, Mich. (12.75 miles).<sup>23</sup> Shown in report of Port Austin and Port Huron R. P. O.<sup>24</sup> Reported on route 24025.<sup>25</sup> 1 clerk detailed to Lenox and Jackson R. P. O.<sup>26</sup> Mail, baggage, and express in one car.<sup>27</sup> Ten miles covered by closed pouches. No pay fixed on 20.76 miles.<sup>28</sup> 3.20 miles, Tioga Junction to Lawrenceville, double daily service except Sunday.<sup>29</sup> Balance of route (16.02 miles) covered by closed-pouch service. See Table C\*.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Elmira, N. Y., and Wilkes Barre, Pa. <sup>1</sup>	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.). Waverly, N. Y., Wilkes Barre, Pa.	8001 8010	( <sup>2</sup> ) ( <sup>4</sup> )	.....	( <sup>2</sup> ) ( <sup>4</sup> )
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport, Pa. (No. Central).	8021	79.71	2,007	\$10,232 80
Emerson and Norfolk, Nebr.	6	46.96	Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and O.).	34021	46.67	203	1,995 14
Emporia and Howard, Kans.	7	76.59	Emporia, Howard, Kansas, (A. T. and S. F.).	83023	76.59	815	3,863 96
Erie and Pittsburgh, Pa....	2	148.00	Erie, New Castle, Pa. (Erie and Pittsburgh). New Castle, Homewood, Pa., (Erie and Pittsburgh). Homewood, Pittsburgh, Pa., (Pitts., Ft. W. and C.).	8044 8029 21002	98.47 15.43 ( <sup>11</sup> )	969 1,383 .....	8,250 80 1,570 00 ( <sup>11</sup> )
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junct., Burlington, Vt. (Ct. Vermont). Burlington, Bellows Falls, Vt. (Ct. Vermont). Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitchburg).	2001 <sup>12</sup> (part) 2003 3055 3021 <sup>14</sup> (part)	8.50 120.89 64.54 ( <sup>15</sup> )	3,516 3,308 2,935 .....	1,271 85 17,602 22 9,105 30 ( <sup>15</sup> )
Evansville, Ft. Branch and Mt. Vernon, Ind.	5	58.68	Fort Branch, Evansville, Ind. (Evans. and T. Haute). Ft. Branch, Mt. Vernon, Ind. (Evans. and T. Haute).	22012 (part) 22039	( <sup>16</sup> ) ..... 39.40	..... ..... 157	( <sup>16</sup> ) ..... 1,684 34
Evansville, Ind. and Nash-Tenn. <sup>17</sup>	5	157.81	Henderson, Ky., Nashville, Tenn. (Lou. and Na-h.).	20025	145.92	178	10,106 41
Evansville, Ind., and St. Louis, Mo.	6	164.79	Evansville, Ind., St. Louis, Mo. (Louis. and Nash.).	23032	162.25	1,033	14,011 91
Fair Haven, N. Y., and Sayre, Pa.	2	117.50 <sup>19</sup> 87.34	Fair Haven, N. Y., Sayre, Pa. (So. Central).	8064	118.92	22,405	6,113 15
Fairland and Martinsville, Ind.	5	38.06	Fairland, Martinsville, Ind., (Fair., Frank. and Mart.).	22016	38.35	141	1,639 46
Fargo, Dak., Breckenridge and St. Paul, Minn. <sup>20</sup>	6	268.48	Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.). Breckenridge, St. Paul, Minn. (St. Paul, Minn. and Man.).	26005 26006	53.27 216.68	2,698 3,666	7,333 14 26,257 66
Fargo and La Moure, Dak. <sup>21</sup>	6	88.15	Fargo, La Moure, Dak. (North Pac.).	35015	88.34	.....	No pay fixed.
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. Paul).	27020	57.87	491	3,661 43
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junct., Me. (Me. Central). Leeds Junct., Lewiston, Me., (Me. Central).	3 <sup>22</sup> (part) 5 <sup>23</sup> (part)	33.36 ( <sup>27</sup> )	729 .....	2,673 55 ( <sup>27</sup> )
Fernandina and Cedar Keys, Fla.	4	155.22	Fernandina, Cedar Keys, Fla. (Fla. Trans.).	16001	155.15	620	8,506 85
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Flomaton, Ala., Pensacola, Fla. (L. and N.).	16003	45.29	352	1,920 74

<sup>1</sup> Short run New York and Elmira R. P. O.<sup>2</sup> 17.75 miles covered by New York and Dunkirk R. P. O.<sup>3</sup> Clerks accounted for in New York and Elmira R. P. O.<sup>4</sup> 124.98 miles covered by New York and Elmira R. P. O.<sup>5</sup> Cars and clerks shown on route 6001.<sup>6</sup> 1 clerk relieves Canandaigua and Elmira clerk every third week.<sup>7</sup> Reserve cars.<sup>8</sup> 1 clerk does transfer duty at Erie, Pa.<sup>9</sup> Reserve car.<sup>10</sup> Cars and clerks shown on route 8044.<sup>11</sup> 34.60 miles covered by Pittsburgh and Chicago R. P. O.<sup>12</sup> Balance of route covered by Saint Albans and Boston R. P. O., 24.50 miles, and Saint Albans and Ogdens R. P. O. 24.10 miles.<sup>13</sup> 1 clerk detailed as transfer clerk, Rutland, Vt.<sup>14</sup> Balance of route covered by Boston and Troy R. P. O. 56.11 miles.<sup>15</sup> Covered by Boston and Troy R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars in which no mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figure).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		9	43	30	24	6	11,023	2	<i>Ft. In.</i> 20 0	<i>Ft. In.</i> 8 3	1	( <sup>9</sup> )	
		9	25	30	34	6	68,683	( <sup>9</sup> )			( <sup>10</sup> )		
	July 1, 1881	2	25	1	25	6	49,536	1 <sup>1</sup> / <sub>2</sub> <sup>1</sup> / <sub>1</sub>	15 3 15 0 14 8 11 9	8 7 8 7 8 7 9 4	2	1	<sup>2</sup>
	Jan. 1, 1882	11	16	12	16	6	29,397	1	12 0	7 8	1	1	1
	July 1, 1882	53	12½	54	12½	6	47,946	1	20 0	9 0	3	1	1
	July 1, 1881	24	24	21	25	6	61,697	2 <sup>1</sup> / <sub>1</sub>	12 0 12 0	9 0 9 0	3	1	<sup>4</sup>
	July 1, 1881	24	14	21	18	6	9,259	( <sup>10</sup> )			( <sup>10</sup> )		
		24	22	21	22	6	21,694	( <sup>10</sup> )			( <sup>10</sup> )		
	July 1, 1881	53	20.86	10	19.20	6	5,077	1	33 9	6 10	4	2	<sup>10</sup>
	July 1, 1881	53	21.12	10	24.76	6	75,120	1 <sup>1</sup> / <sub>2</sub>	24 2 24 0	6 10 6 10			
	July 1, 1881	53	23.70	10	28.44	6	40,158						
		53	30.36	10	31.32	6	31,049						
		15	24.13	16	24.13	6	12,208						
	Oct. 16, 1882	15	23.28	16	23.28	6	24,644	1	5 6	9 3	1	1	1
	July 1, 1880	51	21.76	52	19.95	6	98,789	2	14 6	9 6	3	1	3
	July 1, 1883	54	18	53	21	6	103,102	<sup>10</sup> 1 2	11 9 11 10	9 11 9 11	3	1	3
	July 1, 1881	8	22	15	20	6	73,555	2	12 0	6 8	3	1	3
		2	26	7	24	<sup>10</sup> 6	54,676	2	11 0	6 3	( <sup>20</sup> )		
	July 1, 1880	52	13.04	51	10.57	6	23,825	<sup>21</sup> 1 1	13 10 12 0	6 6 6 10	1	1	1
	Apr. 1, 1884	9	22	10	23	6	32,301	2	22 0	8 9	4	1	<sup>25</sup> 5
	Apr. 1, 1884	9	22	10	23	6	135,767	1 <sup>10</sup> 1 <sup>10</sup> 1	24 6 20 0 12 4	8 9 8 9 8 9			
		51	20	52	20	6	55,182	1	23 9	8 10	1	1	1
	July 1, 1881	19	19	20	19	6	36,189	1	16 0	6 11	1	1	1
	July 1, 1881	56	19.80	70	19.10	6	45,716						
		56	12.84	70	12.58	6	6,673	1 1	19 2 19 3	7 9 7 10	2	1	2
	July 1, 1880	1	17	2	17	6	97,168	1 1 <sup>1</sup> / <sub>1</sub>	20 4 19 4 19 7	8 8 7 11 8 8	3	1	<sup>24</sup>
	July 1, 1880	1	17	4	17	6	28,070	1 1	14 0	9 0	1	1	1

<sup>16</sup> Covered by Terre Haute and Evansville R. P. O. 19 miles.<sup>17</sup> Between Evansville and Henderson clerks are carried by boats.<sup>18</sup> Reserve.<sup>19</sup> Short run Auburn and Sayre R. P. O.<sup>20</sup> Clerk records arrival and departure at North Fair Haven by alipa. Clerks perform service alternately on the short run.<sup>21</sup> In reserve.<sup>22</sup> Cars run through from Saint Paul, Minn., to Neche, Dak., covering Neche, Dak., and Breckenridge, Minn., R. P. O.<sup>23</sup> One helper between Saint Paul and Delano, Minn., 39 miles.<sup>24</sup> Service on this line was established this year.<sup>25</sup> Balance of route covered by Bath and Lewiston R. P. O.—15.03 miles, and closed-pouch service between Leeds Junction and Lewiston, 16.50 miles. See Table C.<sup>26</sup> Balance of route covered by Skowhegan and Portland R. P. O. 91.90 miles.<sup>27</sup> Covered by Skowhegan and Portland R. P. O. 10.66 miles.<sup>28</sup> Detailed as transfer clerk at Baldwin, Fla.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weights of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
Florence and Augusta, S. C.	4	164.37	Florence, Columbia, S. C. (W. C. and A.). Columbia, S. C., Augusta, Ga. (C. C. and A.).	14002 (part) 12007	\$83.00 ( <sup>2</sup> )	Pounds. 4,696	\$5,677 20 ( <sup>2</sup> )
Florence and Douglas, Kans.	7	54.58	Florence, Douglas, Kans. (A. T. and S. F.).	33017	54.58	397	3,079 94
Florence and Ellinwood, Kans.	7	98.87	Florence, Ellinwood, Kans. (A. T. and S. F.).	33030	98.87	373	5,410 16
Fonda and Des Moines, Iowa.	6	115.17	Fonda, Des Moines, Iowa. (Wab. St. L. and Pac.).	27046	114.22	317	5,762 40
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond-du-Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	64.07	3,770	9,805 91
Forreston and Aurora, Ill.	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa).	23036	( <sup>2</sup> )	-----	( <sup>2</sup> )
Fort Howard, Wis., Chicago, Ill.	6	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	25009	242.70	6,373	42,581 21
Fort Collins and Denver, Colo. <sup>6</sup>	7	89.54	Fort Collins, Denver, Colo. (Colo. Central).	38003	91.01	1,119	8,170 88
Fort Howard, Wis., and Winona, Minn. <sup>7</sup>	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. Paul).	25027	215.50	459	13,083 00
Fort Madison and Birmingham, Iowa.	6	41.81	Fort Madison, Birmingham, Iowa (Ft. Mad. and No. West.).	27064	41.62	80	1,779 25
Fort Scott, Kans., and Joplin, Mo. <sup>8</sup>	7	76.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.).	33008 (part)	\$76.49	1,532	8,240 27
Fort Scott and Wichita, Kans. <sup>10</sup>	7	158.60	Fort Scott, Wichita, Kans. (St. L., Ft. S. and W.).	33036	158.60	332	8,272 57
Fort Wayne, Ind., and Cincinnati, Ohio. <sup>11</sup>	5	178.46	Fort Wayne, Connorsville, Ind. (Ft. W., Cin. and Louis.).	22020 <sup>12</sup>	109.89	388	6,107 68
			Connorsville, Ind., Harrison, Ohio (White Water).	21031 (part)	43.10 <sup>13</sup>	468	2,653 24
			Harrison, Valley Junction, Ohio (C. I., St. L. and C.).	21071	7.40	1,017	518 81
			Valley Junction, Ind., Cincinnati, Ohio (C. I., St. L. and C.).	22003 (part)	( <sup>14</sup> )	-----	( <sup>14</sup> )
Fort Worth and Galveston, Tex.	7	247.09	Fort Worth, Temple, Tex. (G., C. and S. F.).	31033	128.30	552	8,447 27
			Temple, Galveston, Tex. (G., C. and S. F.).	31027 (part)	219.00 <sup>15</sup>	792	10,665 90
Fredericksburgh and Orange C. H., Va.	3	38.70	Fredericksburgh, Orange C. H., Va. (Pot., Fred. and Pied.).	11020	38.83	169	1,659 98
Galesburgh and Havana, Ill.	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.81	279	2,911 58
Galva, Ill., and Burlington, Iowa. <sup>16</sup>	6	85.15	Galva, Gladstone, Ill. (Chi. Burl. and Q'cy).	23070	75.17	471	4,627 46
			Gladstone, Ill., Burlington, Iowa (Chicago, Burl. and Quincy).	23007 (part)	( <sup>17</sup> )	-----	( <sup>17</sup> )
Garrison and Ogden .....	8	455.51	Garrison, Silver Bow, Mont. (Utah and Northern).	36001	44.32	1,833	5,343 21
			Silver Bow, Mont., Ogden, Utah (Union Pacific).	41003 <sup>18</sup> (part)	410.27	2,233	53,671 52

<sup>1</sup> Balance of route, 110 miles, covered by Wilmington and Charleston R. P. O.<sup>2</sup> Shown in Charlotte and Augusta R. P. O.<sup>3</sup> Shown on Chicago, Forreston and Dubuque R. P. O.<sup>4</sup> One car in reserve.<sup>5</sup> Two clerks detailed to transfer duty at Chicago, Ill.<sup>6</sup> Denver and Georgetown R. P. O. also runs over 16 miles of route 38003, between Denver and Golden, Colo.<sup>7</sup> This line was reported last year as Green Bay, Wis., and Winona, Minn. R. P. O. Increased distance run this year, 0.59 mile.<sup>8</sup> Reported last year as Kansas City and Joplin R. P. O. Decreased distance, 83.95 miles.<sup>9</sup> 99 miles of route 33008 covered by Kansas City and Memphis R. P. O., and 6.30 miles covered by closed pouch service between Webb City and Joplin, Mo. (See Table C.)<sup>10</sup> Reported last year as Fort Scott and El Dorado R. P. O. Increased distance, 31.53 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1882	48	Miles. 20	47	Miles. 22	7	59,880	1	Ft. In. 25 3	Ft. In. 8 10	2	1	2
(?)	.....	48	20	47	20	7	59,130	1	22 0	8 10			
.....	July 1, 1882	63	13½	64	13½	6	34,167	1	12 0	7 8	1	1	1
.....	July 1, 1882	73	10½	74	10½	6	61,892	2	12 0	7 8	2	1	2
.....	July 1, 1883	2	21	1	19	6	72,096	2	14 0	8 0	2	1	2
.....	July 1, 1883	6	30	5	28	6	40,177	1	12 8	9 2	1	1	1
.....	.....	4	27	1	25	6	51,069	2	8 9½	8 1	2	1	2
\$9,708 00	Apr. 1, 1884	20	22	19	23	6	152,324	*8	50 0	9 5	4	2	*10
.....	July 1, 1882	226	22	225	22	7	65,543	1	13 4	8 11	1	1	1
.....	July 1, 1883	1	21	2	20	6	224,840	3	12 0	7 6	3	1	3
.....	July 1, 1883	1	9	2	9	6	26,054	1	6 4	4 5	1	1	1
.....	Apr. 10, 1883	5	22	6	22	7	56,198	1	14 0	9 0½	1	1	1
.....	Jan. 17, 1884	1	19½	2	19½	6	99,283	1	15 7	7 1½	2	1	2
.....	July 1, 1880	1	21.11	2	22.80	6	68,791	1	14½ 0	6 10			
.....	July 1, 1880	1	23.60	2	23.60	.....	26,981	1	12 0	7 6	3	1	3
.....	July 1, 1880	1	22.20	2	22.20	.....	4,632	1	11 0	9 4			
.....	.....	1	34.22	2	27.38	.....	11,455						
.....	Feb. 8, 1882	2	20	1	20	7	94,128						
.....	Sept. 1, 1883	2	19½	1	19½	7	159,942	3	20 6	9 0	5	1	5
.....	July 1, 1881	1	13.82	2	12.66	6	24,226	1	7 0	7 4	1	1	1
.....	July 1, 1883	1	16	2	14	6	38,831	1	8 0	6 0	1	1	1
.....	July 1, 1883	141	25	142	25	6	47,044	1	5 11	6 10	1	1	1
.....	.....	141	22	142	17	6	6,260						
.....	Sept. 2, 1883	4	16.42	3	17.47	7	32,779						
.....	Apr. 1, 1884	4	16.42	3	17.47	7	300,654	4	40 0	7 5½	6	1	17

<sup>11</sup> R. P. O. changed December 22, 1883, to Fort Wayne and Rushville R. P. O. and Hagerstown and Cincinnati, Ohio, R. P. O., at which time closed pouches were carried between New Castle and Cambridge City; and Fort Wayne and Rushville R. P. O. covered 22042. New Castle to Rushville. Changed back to Fort Wayne and Cincinnati R. P. O. May 19, 1884.

<sup>12</sup> No mail carried on 22020, between Cambridge City and Connorsville.

<sup>13</sup> Closed-pouch service between Hagerstown and Cambridge City, 20.06 miles.

<sup>14</sup> Covered by Chicago and Cincinnati R. P. O.

<sup>15</sup> 56.10 miles of route 31027, between Temple and Lampasas, Tex., covered by Temple and Lampasas R. P. O.

<sup>16</sup> This line was reported last year as Galva and Keithsburg R. P. O. Increased distance run this year, 26.33 miles.

<sup>17</sup> Distance 10 miles, covered by Chicago, Ill., and Burlington, Iowa R. P. O.

<sup>18</sup> One clerk detailed as chief clerk at Ogden, Utah.

<sup>19</sup> Balance of route covered by closed-pouch service, Silver Bow to Butte City, 7 miles. See Table C.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Geneva, N. Y., and Wellsborough, Pa.	2	97.51	Geneva, Corning, N. Y. (Fall Brook Coal Co.). Corning, N. Y., Wellsborough, Pa. (Fall Brook Coal Co.).	6103 8065 (part)	58.25 38.69 <sup>1</sup>	798 608	\$4,432 82 2,656 50
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (Del., Md. and Va.).	9508 (part)	55.21 <sup>2</sup>	301	2,613 93
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Illinois Central).	23034	112.72	396	6,360 78
Girard and Galena, Kans.	7	48.29	Girard, Kans., Joplin, Mo. (St. L. and S. F.). Joplin, Mo., Galena, Kans. (St. L. and S. F.).	33020 28054 (part)	38.69 10.00 <sup>7</sup>	151 190	1,653 99 427 50
Glendive and Billings, Mont. <sup>8</sup>	6	225.28	Glendive, Billings, Mont. (North. Pac.).	26001 (part)	225.10	1,392	\$21,126 94
Glyndon, Md., and Gettysburgh, Pa. <sup>11</sup>	2	51.42	Gettysburgh, Valley Junction, Pa. (Han. Jct., H. and Gett.). Valley Junction, Intersection Pa. (Han. Jct., H. and Gett.). Intersection Pa., Glyndon, Md.	8102 (part) 8082 10020	23.70 <sup>13</sup> 7.40 <sup>14</sup> 20.30	528 373 701	1,613 21 404 93 1,475 40
Goldaborough and Morehead City, N. C.	3	98.19	Goldaborough, Morehead City, N. C. (Mid. N. C.).	13005 (part)	94.05	432	5,548 95
Goldaborough and Greensborough, N. C.	3	130.01	Goldaborough, Greensborough, N. C. (N. C. Div. Rich. and Dan.).	13004 (part)	130.85	646	9,138 33
Goodwater and Opelika....	4	60.15	Goodwater, Opelika, Ala. (Col. and W. Rwy.).	17016	60.34	288	2,940 97
Grafton and Chicago (Eastern Division). <sup>12</sup>	5	200.25	Grafton, Benwood, W. Va. (Balt. and Ohio). Benwood, W. Va., Newark, Ohio (Balt. and Ohio). Newark, Chicago Junction, Ohio (Balt. and Ohio). Chicago Junction, Ohio, Chicago, Ill. (Balt. and Ohio).	10003 (part) 21001 (part) 21010 (part) 21047	( <sup>17</sup> ) 106.03 <sup>19</sup> ( <sup>20</sup> ) 271.03	..... 7,247 ..... 5,830	( <sup>17</sup> ) 20,669 49 ( <sup>20</sup> ) 48,063 43
Grafton, W. Va., and Cincinnati, Ohio.	5	299.74	Grafton, Parkersburgh, W. Va. (Balt. and Ohio). Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balt.).	12002 21028	104.50 195.15	15,293 12,216	29,305 98 48,387 44
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Park. Br. B. and O.).	12002	( <sup>24</sup> )	.....	( <sup>24</sup> )
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Wheeling, W. Va. (B. and O.).	10003 (part)	100.55 <sup>25</sup>	16,055	30,433 47

<sup>1</sup> Balance of route, 13.71 miles, covered by closed-pouch service. See Table C\*.<sup>2</sup> Reserve cars.<sup>3</sup> Cars and clerks shown on route 6103.<sup>4</sup> One clerk every third week relieves Corning and Williamsport clerk.<sup>5</sup> Balance of route, 25.09 miles, covered by Harrington and Lewes R. P. O.<sup>6</sup> One car in reserve.<sup>7</sup> 11 miles of route 28054, between Oronoga and Joplin, Mo., covered by closed-pouch service. See Table C\*.<sup>8</sup> This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O., which has been divided into Bismarck, Dak., and Glendive, Mont., and Glendive and Billings, Mont., R. P. O's.<sup>9</sup> Pay not fixed on 20.56 miles.<sup>10</sup> Cars run through from Saint Paul to Portland, Oreg.<sup>11</sup> Double daily service, Sundays excepted. Clerk records arrival and departure at Gettysburgh, by slips.<sup>12</sup> Balance of route, 6.16 miles, covered by closed-pouch service. See Table C\*.<sup>13</sup> Reserve car.<sup>14</sup> Balance of route, 5.57 miles, covered by closed-pouch service. See Table C\*.<sup>15</sup> Cars and clerks shown on route 8102.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
.....	July 1, 1881	1	<sup>Miles.</sup> 25	6	22	6	36,640	<sup>1</sup> <sub>2</sub>	<sup>Ft. In.</sup> 15 0	<sup>Ft. In.</sup> 9 0	2	1	<sup>42</sup>	
.....	July 1, 1881	1	22	6	18	6	24,401	( <sup>2</sup> )	15 0	9 0	( <sup>2</sup> )			
.....	July 1, 1881	2	14	1	10	6	35,219	1	10 0	7 0	1	1	1	
.....	July 1, 1883	1	20	2	22	6	70,594	<sup>2</sup>	11 9	9 4	2	1	2	
.....	July 1, 1882	25	16	26	16	6	23,998	}	1	20 0	7 0	1	1	1
.....	July 1, 1883	25	16	26	16	6	6,232							
.....	July 1, 1883	1	22	2	22	7	164,905	<sup>103</sup>	24 0	9 2	4	1	4	
.....	July 1, 1881	5	24	4	19	6	14,988	1	17 0	8 8	2	1	2	
.....	.....	9	25	8	23	6	14,988	<sup>121</sup>	16 8	8 3				
.....	July 1, 1881	5	23	4	20	6	4,488	<sup>(15)</sup>			<sup>(15)</sup>			
.....	.....	9	23	8	22	6	4,488							
.....	July 1, 1881	5	24	4	22	6	12,714	<sup>(15)</sup>			<sup>(15)</sup>			
.....	.....	9	22	8	23	6	12,714							
.....	Mar. 1, 1883	47	16.80	48	17.59	6	60,215	1	11 0	8 6	2	1	2	
.....	.....	.....	.....	.....	.....	.....	.....	1	10 6	8 6				
.....	July 1, 1880	50	13.92	51	16.57	7	94,907	3	19 6	8 8	2	1	2	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	July 1, 1880	6	14	5	14	6	37,654	1	14 0	8 6	1	1	1	
\$3,854 40	.....	4	26.02	1	25.40	7	70,537		50 0	8 8	4	2	<sup>18</sup>	
4,241 20	July 1, 1880	4	28.68	1	29.32	7	77,614							
3,555 20	.....	6	23.97	5	29.41	6	55,244				4	2	.....	
10,841 20	July 1, 1880	6	24.68	5	26.93	6	169,665							
8,360 00	Jan. 8, 1882	6	34.66	5	32	7	78,494	<sup>(21)</sup>	50 0	9 4	4	2	<sup>230</sup>	
.....	.....	2	36.74	3	26.72	7	78,494							
15,612 00	July 1, 1880	6	27.33	5	27.96	7	142,850							
.....	.....	2	25.62	3	24.74	7	142,850							
.....	.....	133	23.16	134	24.29	6	65,442	1	18 7	8 8	2	1	2	
.....	July 1, 1881	2	26.43	3	25.10	7	71,681	1	19 4	8 3	2	1	2	

<sup>16</sup> This line divided at Newark: Eastern division, Grafton to Newark, 7 times per week; western division, Newark to Chicago, 6 times per week. This line, together with the Sandusky, Newark and Wheeling, and Grafton and Wheeling R. P. O.'s, forms double daily service between Chicago Junction, Ohio, and Grafton, W. Va.

<sup>17</sup> Covered by Grafton and Wheeling R. P. O., 96.36 miles.

<sup>18</sup> One clerk detailed as transfer clerk at Shelby, Ohio; one clerk detailed as transfer clerk at Newark, Ohio.

<sup>19</sup> Balance of route covered by closed-pouch service. See Table C.

<sup>20</sup> Covered by Sandusky, Newark and Wheeling R. P. O., 88.25 miles.

<sup>21</sup> 12 cars on line between Baltimore and Saint Louis. See Baltimore and Grafton.

<sup>22</sup> Day line, 4 crews; 3 clerks to crew. Night line, 4 crews; 2 clerks to crew; 4 clerks running in mail-apartment cars between Parkersburgh and Cincinnati; 2 clerks detailed to duty in office superintendent fifth division; 4 clerks detailed as transfer clerks at Cincinnati, Ohio.

<sup>23</sup> Second clerk, Grafton and Cincinnati, runs east to Parkersburgh, with Parkersburgh and Cincinnati clerk as helper.

<sup>24</sup> Covered by Grafton and Cincinnati R. P. O., 104.50 miles.

<sup>25</sup> See Baltimore and Grafton R. P. O. for balance of route, 293.75 miles.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of railroad.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Grand Rapids, Mich., and Cincinnati, Ohio.	5	309.67	Grand Rapids, Mich., Fort Wayne, Ind. (Gr. Rap. and Ind.).	24018	( <sup>1</sup> )	.....	( <sup>1</sup> )
			Fort Wayne, Ind., Richmond, Ind. (Gr. Rap. and Ind.).	22021	92.71	388	\$5,707 22
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.).	21025	( <sup>2</sup> )	.....	( <sup>2</sup> )
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	21026 (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
Grand Rapids, Mich., and Elkhart, Ind. <sup>4</sup>	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.32	1,663	10,363 51
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	6052 <sup>6</sup> (part)	( <sup>7</sup> )	.....	( <sup>7</sup> )
Grand Rapids, Mich., and La Crosse, Ind.	9	153.70	Grand Rapids, Holland, Mich. (Chi. and West Mich.).	24052	25.46	1,581	2,808 23
			Holland, Mich., La Crosse, Ind. (Chi. and West Mich.).	24021 <sup>10</sup> (part)	127.69	1,264	12,337 40
Granger, Wyo., and Weiser Station (n. o.), Idaho. <sup>12</sup>	6	518.48	Granger, Wyo., Weiser Station (n. o.), Idaho (Oreg. Short Line).	37001	520.31	.....	No pay fixed.
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. and North.).	25016 <sup>11</sup> (part)	114.14	1,224	12,296 30
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	97.17	1,200	9,338 56
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C.	13012	28.98	376	1,585 78
Greenup and Willard, Ky....	...	35.49	Greenup, Willard, Ky. (East Ky.).	20013	34.76	231	1,485 99
Greenville and Belton, S. C.	4	26.27	Greenville, Belton, S. C. (C. and G. R. R.).	14001 (part)	26.84 <sup>17</sup>	611	1,835 86
Greenville and Butler, Pa. <sup>18</sup>	2	53.27	Greenville, Butler, Pa. (Shenango and Alleg.).	8051	57.29	359	3,096 21
Greenwood, S. C., and Augusta, Ga.	4	63.52	Greenwood, S. C., to Augusta, Ga. (Aug. and Knox R. R.).	15037	68.30	111	2,919 82
Greenwood Lake and New York, N. Y.	2	50.06	Greenwood Lake, New York, N. Y. (N. Y. and Green. Lk.).	7034	51.10	142	2,184 52
Greycourt, N. Y., and Belvidere, N. J.	2	63.36	Greycourt, N. Y., McAfee Valley, N. J. (Lehigh and Hudson Riv.).	6062	21.72	100	928 53
			McAfee Valley, Belvidere, N. J. (Lehigh and Hudson Riv.).	7052	41.48	262	1,950 80
Griffin and Carrollton, Ga..	4	60.37	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.).	15022	60.12	139	2,570 13
Hagerstown and Weverton, Md.	3	24.52	Hagerstown, Weverton, Md. (Wash. Co. Br. B. and O.).	10005	24.56	424	1,427 91
Hamden and Portsmouth, Ohio.	5	56.36	Hamden Junction, Portsmouth, O. (Cin., Wash. and Balt.).	21018	56.00	719	4,070 08
Hamersville and Cincinnati, Ohio.	5	40.48	Columbia, Hamersville, O. (Cin., Geo. and Ports.).	21060	35.00	425	2,034 90
			Columbia, Cincinnati, O. (P. C. and St. L.).	21014 (part)	( <sup>21</sup> )	.....	( <sup>21</sup> )

<sup>1</sup> Shown on Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O.'s 140.70 miles. These clerks do no local work between Richmond and Cincinnati.

<sup>2</sup> Covered by Chicago, Richmond and Cincinnati R. P. O., 48.04 miles.

<sup>3</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.

<sup>4</sup> Double service daily except Sunday.

<sup>5</sup> 1 clerk detailed to New York and Chicago R. P. O.

<sup>6</sup> Runs on this route 18.70 miles.

<sup>7</sup> Shown in report of New York and Chicago R. P. O.

<sup>8</sup> Reported on route 24004.

<sup>9</sup> 1 car held in reserve.

<sup>10</sup> Balance of route covered by Pentwater and Muskegon R. P. O. (44.99 miles) and Big Rapids and Holland R. P. O. (25.50 miles).

<sup>11</sup> 1 clerk detailed to Detroit and Chicago R. P. O.

<sup>12</sup> Service on this line was established this year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
		2	Miles. 22.53	3	Miles. 22.82	6	88,078							
	July 1, 1880	2	24.66	3	21.52		58,036	}	2	15 0	7 0	4	1	4
		2	26.19	3	22.55		28,821							
		2	25.76	3	29.18		15,650							
	Apr. 4, 1883	1	26.42	4	25.25	6	80,296	}	1	16 0	7 10	3	1	54
		3	24.70	2	27.67	6	60,296							
		1	24.80	2	27.90	6	11,706							
	Apr. 4, 1883	3	27.90	2	27.90	6	11,706	}	3	15 0	9 0	2	1	113
		4	22.96	1	42	6	15,937							
	Apr. 4, 1883	4	22.96	1	20.42	6	80,278							
		1	17	2	17	7	379,527	}	3	50 52	9 24	6	1	6
	Apr. 16, 1884	2	25	1	25	6	71,677							
	July 1, 1881	24	26	9	27	6	61,724	}	1	15 6	6 6	2	1	2
	July 1, 1880	<sup>10</sup> 10	17.34	<sup>10</sup> 9	16.99	7	21,243							
	July 1, 1880	<sup>10</sup> 12	16.66	<sup>10</sup> 11	15.46	6	18,216							
	July 1, 1880	1	17.02	2	17.70	6	22,216	}	1	10 6	5 0	1	1	1
	July 1, 1880	52	17	53	17	6	16,445							
	May 1, 1884	3	22	2	23	6	86,478							
	Jan. 1, 1882	4	15	3	16	6	42,893	}	1	13 11	6 9	1	1	1
	July 1, 1881	16	19	3	19	6	29,402							
	July 1, 1881	7	25	8	13	6	13,602	}	2	13 0	6 7	1	1	1
	June 1, 1882	7	20	8	17	6	25,962							
	July 1, 1881	2	12	1	12	6	37,792							
	July 1, 1881	312	23.53	306	22.38	6	15,359	}	2	9 0	8 0	1	1	1
		385	14.17	324	23.17	6	15,359							
	July 1, 1880	51	20.49	50	19.70	6	35,049							
	July 25, 1881	3	13.30	4	14.50	6	21,910	}	1	10 6	7 7	1	1	1
		3	13.34	4	12.77	6	1,878							

<sup>10</sup> Balance of route (52.35 miles), Crivitz and Green Bay, covered by pouch service. See Table C.<sup>14</sup> Reserve car.<sup>15</sup> Daily.<sup>16</sup> Daily except Sunday.<sup>17</sup> Balance of route shown on Columbia and Wall-halla R. P. O., 117 miles.<sup>18</sup> Formerly Greenville and Hilliards R. P. O.; decrease, 10.41 miles; increase, 21.80 miles.<sup>19</sup> 4 months this clerk only runs to State line 45.60 miles. Clerk records arrival and departure at Greenwood Lake by slips.<sup>20</sup> Cars and clerk shown on route 6062. Clerk records arrival and departure at Chester by slips.<sup>21</sup> Covered by Columbus and Cincinnati R. P. O., 3 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Hannibal, Mo., and Denison, Tex.</i>	7	575.11	Hannibal, Sedalia, Mo. (Mo. Pac.).	28014	142.63	3,281	\$20,853 93
			Sedalia, Mo., Denison City, Tex. (Mo. Pac.).	28011	431.46	8,604	89,389 20
Hannibal and Gilmore, Mo.	7	85.69	Hannibal, Gilmore, Mo. (St. L., H. and K.).	28029	85.69	207	3,663 25
Harrington and Lewes, Del.	2	40.79	Harrington, Georgetown, Del. (Del., Md. and Va.).	9506 (part)	25.09 <sup>4</sup>	301	1,287 12
			Georgetown, Lewes, Del. (Del., Md. and Va.).	9504	16.02	322	821 83
Harrisburgh, Pa., and Baltimore, Md.	2	86.22	Harrisburgh, Pa., Balt., Md. (No. Cent.).	10002	( <sup>6</sup> )	.....	( <sup>6</sup> )
Harrisburgh, Pa., and Martinsburgh, W. Va. <sup>5</sup>	2	94.79	Harrisburgh, Pa., Martinsburgh, W. Va. (Cumb. Val.).	8030	94.63	1,282	9,223 58
Hartford and Saybrook, Conn.	1	43.68	Hartford, Saybrook, Conn. (Hart and Conn. Valley).	5015 <sup>10</sup>	44.25	575	2,951 03
Hartford, Conn., and State Line.	1	67.93	Hartford, Conn., State Line (Hart and Conn. Westn.).	5018 <sup>11</sup>	67.93	837	5,441 25
Hastings and Cologne, Minn.	6	55.88	Hastings, Cologne, Minn. (Chi., Mil. and St. Paul).	26010 <sup>12</sup>	56.51	1,080	4,020 12
Hastings and Kearney, Nebr.	6	39.29	Hastings, Kearney, Nebr. (Bur. and Mo. Riv. in Nebr.).	34002 <sup>13</sup>	39.00	3,964	5,001 75
Havana and Springfield, Ill.	6	48.12	Havana, Springfield, Ill. (Wab., St. L. and Pac.).	23049	48.10	307	2,885 27
Hazleton and Sunbury, Pa.	2	52.67	Hazleton, Tomhicken, Pa. (Lehigh Val.).	8016 <sup>16</sup>	8.80	397	496 58
			Tomhicken, Sunbury, Pa. (S. H. and W. Brch. Penn.).	8015	43.61	183	1,864 32
Helena and Heron, Mont.	8	273.80	Helena, Missoula, Mont. (No. Pacific).	26001 <sup>18</sup>	125.14	.....	Not fixed.
			Missoula, Heron, Mont. (No. Pacific).	43009	149.50	.....	Not fixed.
Helena and Clarendon, Ark.	7	48.20	Helena, Clarendon, Ark. (Ark. Mid.).	29002	48.20	312	2,431 69
Hempstead and Austin, Tex.	7	115.22	Hempstead, Austin, Tex. (H. and T. C.).	31004	115.22	766	8,669 15
Hendersonville, N. C., and Columbia, S. C.	4	143.36	Columbia, Alston, S. C. (C. and G.).	14001 (part)	( <sup>20</sup> )	.....	( <sup>20</sup> )
			Alston, Spartanburgh, S. C. (S. W. and Col.).	14008	68.50	138	2,928 37
			Spartanburgh, S. C., Hendersonville, N. C. (S. and A.).	14011	51.25	121	2,190 93
Heron, Mont., and Wallula, Wash.	8	269.50	Heron, Mont., Wallula, Wash. (No. Pac.).	43009 (part)	267.53	.....	9,640 88 <sup>22</sup>
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Camden, N. J. (Amboy Div., Penna.).	7006	53.13	570	3,543 23
Holden, Mo., and Le Roy, Kans.	7	114.66	Holden, Mo., Paola, Kans. (Mo. Pac.).	28024	54.19	1,046	4,725 91
			Paola, Le Roy Junc. (n. o.), Kans. (Mo. Pac.).	33031	61.40	603	4,199 76
Hood and Columbus, Ga.	4	34.12	Hood (n. o.), Columbus, Ga. (Col. and Rome).	15024	32.70	61	1,397 92
Horicon and Portage, Wis.	6	48.37	Horicon, Portage, Wis. (Chi., Mil. and St. Paul).	25006	48.54	572	3,237 13

<sup>1</sup> 1 car in reserve.<sup>2</sup> 1 clerk detailed as chief clerk at Houston, Tex., 1 clerk detailed transfer service at Hannibal, Mo., and 1 at Sedalia, Mo.; 1 clerk performing service on this line detailed from Quincy and Kansas City R. P. O.<sup>3</sup> Mail apartment service between Sedalia, Mo., and Parsons, Kans., 159.49 miles, in addition to full car service between Hannibal and Denison.<sup>4</sup> Balance of route, 55.21 miles, covered by Georgetown and Franklin City R. P. O.<sup>5</sup> Cars and clerks shown on route 9506.<sup>6</sup> 84.60 miles covered by Williamsport and Baltimore R. P. O.<sup>7</sup> 2 reserve cars.<sup>8</sup> Double daily service, Sundays excepted.<sup>9</sup> 1 reserve car.<sup>10</sup> Balance of route covered by closed pouch service between Saybrook and Saybrook Point, 1.83 miles.<sup>11</sup> Balance of route covered in second division between State Line and Millerton, 2 miles.<sup>12</sup> 6 round trips each train, as Hartford and Mil-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Bound trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.				Length.	Width.			
		Miles.	Miles.				Ft. In.	Ft. In.			
\$3,565 75	July 1, 1883	151 22	152 23	7	104,456	16	50 7	9 8	8	2	24
10,786 50	July 1, 1883	151 22	152 23	7	816,525						
	July 1, 1883	153 22	154 22	7	116,748	2	22 2	9 2	3	2	
	July 1, 1881	1 10½	2 12	6	53,643	2	12 0	8 0	2	1	2
	July 1, 1881	3 14	1 17	6	15,685	1	9 0	6 6	1	1	1
	July 1, 1881	3 16	1 19	6	9,851	( <sup>6</sup> )			( <sup>5</sup> )		
		12 25	11 24	6	53,974	73	15 0	8 7	2	1	2
	July 1, 1881	1 23	8 24	6	59,339	1	18 0	8 0	1	1	3
		3 22	4 28	6	59,339	92	16 0	8 0	2	1	
238 00	July 1, 1881	3 26.13	8 26.68	6	27,344	1	11	7 0	2	1	2
	July 1, 1881	11 29.82	6 25.35	6	27,344	1	10 0	6 9			
	July 1, 1881	13 24.02	10 28.21	6	44,025	1	12 9	6 9	2	1	2
		5 28.02	16 24.60	6	44,025	( <sup>12</sup> )	13 10	6 9			
	July 1, 1883	17 19	18 19	6	34,981	181	10 4	6 11			
	Apr. 1, 1884	1 18	2 18	7	28,760	1	12 0	7 2	1	1	1
	July 1, 1883	201 22	202 22	6	30,110	1	13 6	9 5½	1	1	1
	July 1, 1881	70 30	3 30	6	5,657	1	10 0	6 6	1	1	1
	July 1, 1881	7 23	14 22	6	27,315	172	9 0	6 8			
		1 18.88	2 18.25	7	91,295	196	24 0	9 0	4	1	4
		1 18.88	2 18.25	7	109,127						
	Mar. 1, 1883	1 8	2 8	6	30,174	1	10 8	6 0	1	1	1
	July 1, 1882	21 16½	22 16½	7	84,341	2	14 0	8 10	2	1	2
		53 25	52 25	6	14,711	1	6 11	6 8	3	1	3
	July 1, 1880	53 17	52 16		42,882						
	July 1, 1880	( <sup>21</sup> ) 14	( <sup>21</sup> ) 14		32,150	1	6 6	8 6			
		1 19.96	2 13.50	7	197,274	( <sup>22</sup> )	24 0	9 0	4	1	4
	July 1, 1880	371 22	352 24	6	32,659	1	8 6	6 6	1	1	1
	July 1, 1883	115 20	116 16	7	39,183	1	20 6	7 5	2	1	2
	July 1, 1882	115 24	116 20	7	44,798						
	July 1, 1880	1 18	2 18	6	21,359	1	25 10	5 3	1	1	1
	July 1, 1883	33 22	34 22	6	30,280	1	16 4	7 10	1	1	1

lerton R. P. O. 70.71 miles, 270 days, and 6 round trips each train as Hartford State Line R. P. O., 67.93 miles, 43 days, reported last year as Hartford and Millerton R. P. O.

<sup>12</sup> Reserve car.

<sup>14</sup> Balance of route (256.40 miles) covered by Minneapolis, Minn., and Aberdeen, Dak. R. P. O., and between Aberdeen and Ipswich, Dak. (26.33, miles) by closed pouches. See Table C.

<sup>16</sup> Balance of route covered by Omaha and McCook, Nebr., R. P. O. (147.50 miles), and between Plattsmouth and Oronopolis, Nebr. (4.61 miles), by closed pouches. See Table C. Service on this line was established this year.

<sup>15</sup> Balance of route, 15.90 miles, covered by Easton and Hazleton R. P. O.

<sup>17</sup> Reserve cars.

<sup>18</sup> For balance of route see St. Paul and Bismarck R. P. O.

<sup>19</sup> These cars run through from Portland, Oreg., to St. Paul, Minn. 1 reserve car.

<sup>20</sup> Distance shown in Columbia and Walhalla R. P. O., both R. P. O.'s using same track between Columbia, and Alston, S. C.

<sup>21</sup> No train numbers.

<sup>22</sup> No pay fixed on 36.50 miles.

<sup>23</sup> See Helena and Heron R. P. O. for cars on line.

TABLE A\*.—Statement of railway post-offices in operation

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						<i>Pounds.</i>	
Hornellsville and Buffalo, N. Y.	2	91.69	Buffalo, Hornellsville, N. Y. (Buff. Div., N. Y., L. E. and W.).	6008	92.72	3,796	\$14,666 44
Houston and Del Rio, Tex. <sup>1</sup>	7	390.23	Houston, San Antonio, Tex. (G. H. and S. A.). San Antonio, Del Rio, Tex. (G. H. and S. A.).	31002 31039 (part)	218.01 171.13 <sup>4</sup>	1,275 1,247	21,064 12 9,190 49
Houston and Galveston, Tex. <sup>2</sup>	7	50.90	Houston, Galveston, Tex. (G. H. and H.).	31001	50.90	2,905	7,180 97
Houston and San Antonio, Tex. <sup>2</sup>	7						
Howard City and Detroit, Mich. <sup>3</sup>	9	161.22	Howard City, Detroit, Mich. (Det., Lan. and Nor.).	24017	160.72	1,966	20,337 50
Hudson and Des Moines, Iowa. <sup>10</sup>	6	96.97	Hudson, Des Moines, Iowa (Wis., Iowa and Nebr.).	27056 (part)	96.93	183	4,143 76
Humeston and Shenandoah, Iowa.	6	113.91	Humeston, Shenandoah, Iowa (Hum. and Shen.).	27067	113.31	333	5,910 25
Huntington, W. Va., and Lexington, Ky. <sup>11</sup>	5	140.94	Huntington, W. Va., Lexington, Ky. (Ches. and Ohio).	20016	140.94	952	11,689 56
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mount Dallas Station, Pa. (Hunt. and B. T.). Mount Dallas Station, Pa., Cumberland, Md. (Bedford Div., Penna.).	8034 8072	45.15 45.29	756 404	3,358 70 2,594 66
Indiana and Branch Junction, Pa. <sup>14</sup>	2	19.20	Indiana, Branch Junction, Pa. (W. P. Div., Penna.).	8042	19.14	521	1,243 71
Indianapolis, Ind., and Decatur, Ill.	6	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	153.89	560	10,262 92
Indianapolis, Ind., and Louisville, Ky. <sup>17</sup>	5	111.21	Indianapolis, New Albany, Ind. (Jeff., Mad. and Ind.).	22007	114.77	3,959	17,879 35
Indianapolis and Madison, Ind.	5	86.51	Indianapolis, Columbus, Ind. (Jeff., Mad. and Ind.).	22007 (part) 22006	( <sup>21</sup> ) ( <sup>22</sup> )	.....	( <sup>21</sup> ) ( <sup>22</sup> )
Indianapolis, Ind., and Peoria, Ill.	5	212.41	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	213.02	1,672	24,224 63
Indianapolis, Ind., and Saint Louis, Mo.	5	266.00	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis). Terre Haute, Ind., East Saint Louis, Ill. (Ind. and St. Louis).	22025 22043	72.45 189.99	1,220 1,222	6,813 92 15,594 37
Indianapolis and Terre Haute, Ind.	5	73.16	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).	22002	( <sup>24</sup> )	.....	( <sup>24</sup> )
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	5	241.08	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).  Terre Haute, Ind., East Saint Louis, Ill. (St. L., Van. and Terre Haute).	22002 22044	( <sup>24</sup> ) ( <sup>24</sup> )	.....	( <sup>24</sup> ) ( <sup>24</sup> )
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Ind. and Vin.).	22001	118.00	493	7,465 86
Indianola and Chariton, Iowa.	6	33.74	Indianola, Chariton, Iowa (Chl., Burl. and Q'cy).	27042	33.71	269	1,585 38

<sup>1</sup> Three clerks transfer duty at Buffalo, N. Y.<sup>2</sup> Reserve car.<sup>3</sup> This line is divided at San Antonio, Tex., into Houston and San Antonio R. P. O., 218.01 miles, and San Antonio and Del Rio R. P. O., 172.22 miles.<sup>4</sup> 463.15 miles of route, 31039 covered by closed pouch service between Del Rio and El Paso, Tex. See Table C.<sup>5</sup> No pay fixed on 76.01 miles.<sup>6</sup> Double daily service on this line.<sup>7</sup> Second car on this line shown in Denison, Troup and Houston R. P. O.<sup>8</sup> See Houston and Del Rio R. P. O.<sup>9</sup> In connection with Big Rapids and Detroit R. P. O. gives double service between Ionia and Detroit, Mich. (122.73 miles), daily, except Sunday.<sup>10</sup> Service on this line was established this year.<sup>11</sup> Clerks run through between Huntington and Cincinnati, running over Cincinnati and Richmond R. P. O.<sup>12</sup> One reserve car.<sup>13</sup> Cars and clerks shown on route 8034.<sup>14</sup> Double daily service, Sundays excepted.<sup>15</sup> One clerk detailed to La Fayette, Ind., and Quincy, Ill., R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	7	<i>Miles.</i> 30	8	<i>Miles.</i> 32	6	57,398	2 1	<i>Ft. In.</i> 15 0 12 6	<i>Ft. In.</i> 10 2 9 11	2	1	15
	July 1, 1882	20	20	19	22	7	159,583	1	16 6½	9 0	6	1	6
	July 1, 1882	20	20	19	23	7	125,065	2 1 1	14 0 12 4 19 5	9 1 9 1½ 8 10½			
	July 1, 1882	451 453	25½ 25	500 454	25 24	7 7	37,359 87,359	1 1	15 0	9 0	1 1	1 1	2
	Apr. 4, 1883	10	24.70	1	27.98	6	100,923	1	15 0	9 0	2	1	2
	Feb. 25, 1884	4	20	1	19	6	60,703	2	15 6	8 9	1	1	1
	July 1, 1883	3	20	4	19	6	71,307	2	28 0	9 0	2	1	2
	Aug. 1, 1883	1	20.14	6	20.11	6	88,228	2	20 8	9 0	2	1	2
	July 1, 1881	1	22	2	23	6	28,258	1½	12 0	8 5	2	1	2
	July 1, 1881	1	22	2	22	6	28,514	(1½)	.....	.....	(1½)		
	July 1, 1881	34 36 21	19 19 23	33 35 22	19 19 25	12 6	24,039 95,465	1 1 1½	11 2 20 4 22 4	8 0 9 1 9 1	1 2	1 1	1 1½
	July 1, 1880	2 10 102	32.61 34.21 22.39	7 1 101	34.21 36.10 27.32	1½ 2½ 6	69,617 81,405 25,040	3 3 1	19 8 19 0 19 0	8 7½ 9 0 9 0	2 2 1	1 1 1	1½ 1
	July 1, 1880	102	23.83	101	20.23		29,115						
	July 1, 1880	1	24.52	2	24.75	6	132,969	3	20 0	8 6	4	1	2½
\$1,811 25	July 1, 1880	9	24.35	8	26.60	6	45,354	3	40 0	9 0	4	2	8
4,749 75		9	22.06	8	23.17	6	118,934						
		3	24.38	8	24.38	6	45,798	1	16 0	9 2	1	1	(2½)
		5	26.01	6	33.05	6	45,798	2	16 0	9 2	4	1	(2½)
		5	26.84	6	30.81	6	105,118						
	July 1, 1880	7	25.48	2	25.93	6	73,054	2	20 0	9 0	2	1	2
	July 1, 1883	52	17	51	22	6	21,121	1	11 8	8 10	1	1	1

<sup>12</sup> Reserve.<sup>13</sup> Closed pouch service Prison Station to New Albany, Ind. Clerks run to Louisville, Ky.<sup>14</sup> Day line 6 times per week.<sup>15</sup> Helper Indianapolis to Columbus.<sup>16</sup> Night line 7 times per week.<sup>17</sup> Covered by Indianapolis and Louisville R. P. O., 40 miles.<sup>18</sup> Covered by Cambridge City and Madison R. P. O., 45.90 miles.<sup>19</sup> 2 Helpers Indianapolis and Urbana.<sup>20</sup> See Pittsburgh and Saint Louis R. P. O.<sup>21</sup> This clerk holds his appointment on Pittsburgh and Saint Louis R. P. O. Clerk records arrival and departure at depot, Terre Haute, but goes to post-office with mail and registered matter.<sup>22</sup> These clerks hold appointment on Pittsburgh and Saint Louis R. P. O. Clerks record arrival and departure at depot, Saint Louis, but go to post-office for mail and registers.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Irvine and Oil City, Pa. ....	2	50.31	Irvine, Oil City, Pa. (River Div. Ruff, N. Y. & Phila.).	8025 (part)	49.52	474	\$3,048 44
Ishpeming, Mich., and Fort Howard, Wis. ....	6	179.50	Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.).	24031	179.45	2,074	18,535 39
Ithaca and Owego, N. Y. ...	2	35.00	Ithaca, Owego, N. Y. (Cayuga Div. Del., Lack. and W.).	6042	34.13	537	2,217 76
Jackson and Adrian, Mich. ....	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).	24003	47.41	1,031	4,094 33
Jackson, Hillsdale, Mich., and Fort Wayne, Ind. ....	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24029	96.74	531	6,286 17
Jackson and Natchez, Miss. ....	4	99.55	Jackson, Natchez, Miss. (N. J. and C.).	18010	98.83	249	6,675 96
Jacksonville and Pensacola, Fla. ....	4	369.02	Jacksonville, Lake City, Fla. (Fla. Cent. and W.).	16006	60.32	2,167	6,271 47
			Lake City, Chattahoochee, Fla. (Fla. Cent. and W.).	16002	155.87	800	9,595 35
			River Junction (n.o.), Pensacola, Fla. (P. and A.).	16015	163.00	1,070	11,484 96
Jacksonville and Centralia, Ill. <sup>6</sup>	6	112.60	Jacksonville, Centralia, Ill. (Jack. and So. East.).	23046	112.05	312	5,652 92
Jasper and Evansville, Ind. ....	5	55.63	Jasper, Evansville, Ind. Lou., Evans and St. L.).	22032	55.63	147	2,758 69
Jefferson and McKinney, Tex. ....	7	155.68	Jefferson, McKinney, Tex. (Mo. Pac.).	31013	152.54	304	7,564 45
Jefferson City and Aurora Springs, Mo. ....	7	37.46	Jefferson City, Aurora Springs, Mo. (Mo. Pac.).	28047	37.46	202	1,601 41
Jewell and Des Moines, Iowa. ....	6	60.02	Jewell, Des Moines, Iowa (Chi. and No. West.).	27030	59.93	760	4,509 13
Jewell and Lake City, Iowa. ....	6	58.74	Jewell, Lake City, Iowa (Chi. and No. West.).	27066	58.69	299	2,110 44
Johnstown and Rockwood, Pa. ....	2	45.71	Johnstown, Rockwood, Pa. (S. C. Broh. Balto. and Ohio).	8070	45.37	166	1,939 56
Junction City and Parsons, Kans. ....	7	157.86	Junction City, Parsons, Kans. (Mo. Pac.).	33009	157.86	826	9,826 78
Kalamazoo and South Haven, Mich. ....	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.18	223	1,752 24
Kane and Callery, Pa. <sup>4</sup> ....	2	126.85	Kane, Foxburgh, Pa. (No. Div. Pitta. and Westn.).	8112	82.20	490	4,233 51
			Foxburgh, Callery, Pa. (No. Div. Pitta. and Westn.).	8086	43.58	507	2,794 78
Kankakee and Kankakee Junction, Ill. ....	6	71.52	Kankakee, Kempton, Ill. (Illinois Central).	23062 <sup>10</sup> (part)	28.17	187	1,204 26
			Kempton, Kankakee Junction (n.o.), Ill. (Illinois Central).	23064	43.04	170	1,839 96
Kankakee and Seneca, Ill. ....	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.51	107	1,860 05
Kansas City, Mo., and Atchison, Kans. <sup>11</sup>	7	.....	.....	.....	.....	.....	.....
Kansas City, Mo., and Albuquerque, N. Mex. <sup>12</sup>	7	918.50	Kansas City, Mo., Topeka, Kans. (A. T. and S. F.).	33016 (part)	( <sup>13</sup> )	.....	( <sup>12</sup> )
			Topeka, Kans., La Junta, Colo. (A. T. and S. F.).	33010 (part)	( <sup>14</sup> )	.....	( <sup>12</sup> )
			La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	38006 <sup>15</sup>	347.00	2373	53,403 30

<sup>1</sup> 45.41 miles covered by Buffalo and Pittsburgh R. P. O.<sup>2</sup> Reserve cars.<sup>3</sup> Whole cars.<sup>4</sup> 1 helper between Fort Howard, Wis., and Menominee, Mich., 51 miles.<sup>5</sup> Reserve car.<sup>6</sup> This line was reported last year as Jacksonville and Smithborough, Ill., R. P. O. Increased distance run this year, 28.80 miles.<sup>7</sup> Reserve.<sup>8</sup> Formerly Sheffield Junction and Foxburgh R. P. O., and Foxburgh and Callery Junction R. P. O., extended to Kane. Increased distance, 17.90 miles.<sup>9</sup> Cars and clerks shown on route 8112.<sup>10</sup> Balance of route (58.96 miles) covered by Kempton and Bloomington, Ill., R. P. O.<sup>11</sup> See Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	29	<i>Miles.</i> 25	28	<i>Miles.</i> 25	6	31,495	1 35	<i>Ft. In.</i> 14 0 14 0	<i>Ft. In.</i> 8 6 8 6	1	1	1
.....	July 1, 1883	2	22	1	20	7	131,394	2 35	36 0	9 6	3	1	4
.....	July 1, 1881	4	21	3	20	6	21,910	1 31	7 9 7 7	6 6 6 4	1	1	1
.....	Apr. 4, 1883	115	27.60	116	25.09	6	29,766	1	11 2	8 10	1	1	1
.....	Apr. 4, 1883	156	25.00	157	25.00	6	62,126	1	16 10	9 0	1	1	1
.....	July 1, 1880	2	16	1	16	7	72,761	1	15 7 11 0	8 10 7 6	2	1	2
.....	July 1, 1880	1	29	2	29	7	44,033	2 1	13 4 13 0	6 6 8 3	6	1	6
.....	July 1, 1880	1	21	2	20	7	106,862	1 31	12 10 12 9	6 10 8 1			
.....	Apr. 2, 1883	1	27	2	29	7	118,990						
.....	Mar. 19, 1884	3	22	2	20	6	70,487	1 31	12 0 9 9	7 4 6 6	2	1	2
.....	July 1, 1880	9	19.65	12	18.06	6	34,824	2	14 0	7 6	1	1	1
.....	Aug. 1, 1882	142	14	141	14	6	97,456	2	12 6	5 8	3	1	3
.....	Feb. 8, 1882	93	13	94	13	6	23,350	1 1	13 6 10 5	5 6 7 5	1	1	1
.....	July 1, 1883	56	18	53	20	6	37,572	1	12 3	7 4	1	1	1
.....	July 1, 1883	23	14	24	12	6	36,771	1	12 2	7 5	1	1	1
.....	July 1, 1881	92	20	93	21	6	28,615	1	18 0	8 6	1	1	1
.....	July 1, 1882	174	19	173	19	7	115,554	2	20 6	7 5	3	1	3
.....	April 4, 1883	121	14.81	122	10.08	6	25,165	1	12 7	6 6	1	1	1
.....	July 1, 1881	17	18	18	19	6	51,527	1 33	10 0 10 0	5 1 6 0	2	1	2
.....	Sept. 4, 1883	17	18	18	17	6	27,881	( <sup>9</sup> )			( <sup>9</sup> )		
.....	July 1, 1883	1	24	2	24	6	17,634	1	14 0	7 0	1	1	1
.....	July 1, 1883	1	24	2	24	6	27,137						
.....	July 1, 1883	23	11	24	11	6	27,106	1	15 0	7 2½	1	1	1
.....		1	22	2	22	7	48,476	6	21 3	9 4	9	2	119
.....		1	25	2	25	7	369,862						
.....	July 1, 1881	1	20½	2	19	7	254,004						

<sup>12</sup> Reported last year as Kansas City and Deming R.P.O. Decreased distance, 229.99 miles.<sup>13</sup> Distance on route 33016 (entire route) covered by Kansas City and Pueblo R.P.O.<sup>14</sup> One clerk detailed to transfer service, Kansas City, Mo.<sup>15</sup> 505 miles distance on route 33010 covered by Kansas City and Pueblo R.P.O.<sup>16</sup> 178.30 miles of route 33006, between Albuquerque and Rincon, covered by Albuquerque and El Paso R.P.O.; and 53.41 miles, between Rincon and Deming, N. Mex., covered by closed pouch service. See Table C.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Kansas City, Mo., and Denver, Colo.<sup>1</sup></i>	7	639.82	Kansas City, Mo., Denver, Colo. (U. P.).	33001	639.82	5,804	\$114,879 68
<i>Kansas City, Mo., and Harper, Kans.<sup>4</sup></i>	7	304.30	Kansas City, Mo., Waseca Junction, Kans. (A., T. and S. F.).	33016 (part)	( <sup>4</sup> )	.....	( <sup>4</sup> )
			Waseca Junction, Ottawa, Kans. (Southern Kans.).	33006	46.63	2,150	6,060 03
			Ottawa, Cherry Vale, Kans. (Southern Kans.).	33004 (part)	498.00	1,189	7,306 88
			Cherry Vale, Wellington, Kans. (Southern Kans.).	33005 (part)	113.60 <sup>7</sup>	930	9,324 29
			Wellington, Harper, Kans. (Southern Kans.).	33035	35.89	221	1,565 16
<i>Kansas City, Mo., and Independence, Kans.<sup>4</sup></i>	7	.....	.....	.....	.....	.....	.....
<i>Kansas City, Mo., and Memphis, Tenn.<sup>5</sup></i>	7	488.30	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.).	33008 (part)	99.00 <sup>10</sup>	1532	10,665 27
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.).	28036	103.72	974	11,883 20
			Springfield, Mo., Memphis, Tenn. (K. C., S. and M.).	28017	286.63	710	20,832 26
<i>Kansas City, Pleasant Hill and Joplin, Mo.</i>	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.).	28001 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Pleasant Hill, Joplin, Mo. (Mo. Pac.).	28040	133.70	879	10,631 82
<i>Kansas City, Mo., Pueblo, Colo.<sup>14</sup></i>	7	636.24	Kansas City, Mo., Topeka, Kans. (A., T. and S. F.).	32716 <sup>8</sup> (part)	67.58	12,865	17,525 70
			Topeka, Kans., South Pueblo, Colo. (A., T. & S. F.).	33010 (part)	569.87 <sup>17</sup>	10,117	104,282 84
<i>Kansas City and Springfield, Mo.<sup>15</sup></i>	7	.....	.....	.....	.....	.....	.....
<i>Keene, N. H., and Springfield, Mass.</i>	1	74.51	Keene, N. H., South Vernon, Vt. (Conn. Riv. R. R.).	3056	24.32	407	1,393 29
			South Vernon, Vt., Springfield, Mass. (Conn. Riv. R. R.).	3067	( <sup>20</sup> )	.....	( <sup>20</sup> )
<i>Kempton and Bloomington, Ill.<sup>21</sup></i>	6	57.77	Kempton, Bloomington, Ill. (Illinois Central).	23062 <sup>22</sup> (part)	58.96	183	2,520 54
<i>Kenosha, Wis., and Rockford, Ill.</i>	6	73.42	Kenosha, Wis., Rockford, Ill. (Chl. & N. West.).	25011	72.40	2,256	9,532 90
<i>Kent and Cincinnati, Ohio.</i>	5	257.62	Kent, Dayton, Ohio (N. Y. P. & O.).	2103 (pa.4 <sup>23</sup> )	197.54	1,189	18,410 72
			Dayton, Cincinnati, Ohio, (C., H. and D.).	21026	( <sup>26</sup> )	.....	( <sup>26</sup> )
<i>Keokuk and Centreville, Iowa.<sup>27</sup></i>	6	90.50	Keokuk, Centreville, Iowa (Wab., St. L. and Pac.).	28015 <sup>28</sup> (part)	90.76	382	5,044 55
<i>Keokuk, Iowa, and Clayton, Ill.</i>	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wab., St. L. & Pac.).	23081	43.08	640	3,020 33

<sup>1</sup> Trains 101 and 102 between Kansas City and Denver, and 103 and 104 between Kansas City and Ellis. Double daily service between Kansas City, Mo., and Ellis, Kans., 302 miles.

<sup>2</sup> 1 clerk detailed as chief clerk at large.

<sup>3</sup> Reserve cars.

<sup>4</sup> Trains 3 and 4 run between Kansas City and Harper, and trains 1 and 2 between Kansas City and Independence. Double daily service between Kansas City, Mo., and Independence, Kans., 166.16 miles. Last year there was but single service over the entire line.

<sup>5</sup> Distance on route 33004 (13.40 miles) covered by Kansas City and Pueblo R. P. O.

<sup>6</sup> 27.50 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington R. P. O.; and 16.07 miles, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. See Table C.

<sup>7</sup> 17.59 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed-pouch service. See Table C.

<sup>8</sup> See Kansas City and Harper R. P. O.

<sup>9</sup> Trains 3 and 4 run between Kansas City and Memphis, and trains 1 and 2 between Kansas City and Springfield. Double daily service between Kansas City and Springfield, Mo., 202.67 miles. Reported last year as Springfield and Springfield and Springfield and Fort Scott. Increased distance 244.45 miles.

<sup>10</sup> 76.49 miles of route 33008 covered by Fort Scott and Joplin R. P. O., between Fort Scott, Kans., and Joplin, Mo., and 6.30 miles between Webb City and Joplin, Mo., covered by closed-pouch service. See Table C.

<sup>11</sup> 1 helper on Kansas City and Springfield R. P. O.

<sup>12</sup> 34.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$11,781 50	July 1, 1882	101	Miles. 20	103	Miles. 20	7	678,348	4	Ft. In. 24 0	9 4	6	2	22
		103	23	104	23	7	221,064	2	24 0	9 5	4	2	
		3	26	4	26	7	9,809	1	25 2	9 0	4	1	6
		1	25	2	25	6	8,388	2	17 9	8 10	2	1	
	April 1, 1883	3	22	4	22	7	33,672	1	20 0	8 0			
		1	22	2	22	6	28,784						
	July 1, 1882	3	22	4	22	7	71,738						
		1	22	2	22	6	61,348						
	July 1, 1882	3	20	4	20	7	81,816						
		1	20	2	20	6	5,484						
	July 1, 1882	3	19	4	19	7	22,715						
	Apr. 10, 1883	3	26	4	26	7	72,476	2	25 0	9 0½	5	1	119
		1	23	2	21	7	72,476	2	25 0	9 0½	3	1	
	Jan. 9, 1884	3	23½	4	23½	7	75,656	2	18 1½	8 10½			
		1	23	2	23	7	75,886						
	April 1, 1884	3	20	4	19	7	209,304						
		126	23	125	23	7	25,254	122	20 6	7 5	3	1	
	July 1, 1883	126	23	125	23	7	97,773						
		1,689 50	23	21	24	21	48,476	167	49 1½	9 4	7	2	
14,204 75	July 1, 1882	23	25	24	23	7	417,252						
	July 1, 1881	18	24	23	24	6	15,099	1	18 2	7 0	1	1	1
		15	(21)	23	(1)	6	33,140	151	18 10	7 0			
	Oct. 1, 1884	7	11	12	25	6	84,909	2	15 0	7 2½	1	1	1
		(24)	71	12	70	13	45,961	1	12 6	7 2	1	1	
	July 1, 1880	1	24.93	4	31.81	6	123,829	3	18 0	9 6	4	1	4
		1	27.96	4	24.65	6	87,816						
	July 1, 1882	3	14	2	15	6	56,653	2	25 7	7 8	2	1	2
		402	21	403	21	6	26,974	1	20 0	9 4	1	1	

<sup>13</sup> 1 car in shops.<sup>14</sup> Trains 3 and 4 between Kansas City and Topeka, and 23 and 24 between Topeka and South Pueblo.<sup>15</sup> Kansas City and Albuquerque R. P. O.; also runs over route 33016 between Kansas City and Topeka, and 505 miles of route 33010 between Topeka and La Junta. Kansas City and Harper R. P. O. also runs over 13.40 miles of route 33016 between Kansas City and Waseca Junction.<sup>16</sup> 2 cars in reserve.<sup>17</sup> 50.63 miles of route 33010 covered by Atchison and Topeka R. P. O.<sup>18</sup> See Kansas City and Memphis R. P. O.<sup>19</sup> Reserve car.<sup>20</sup> Covered by Newport and Springfield R. P. O.<sup>21</sup> Shown in column 13 White River Junction and Springfield R. P. O. This clerk runs between

West Northfield (n. o.) and Springfield, Mass., as assistant to White River Junction and Springfield clerk.

<sup>22</sup> Service on this line was established this year.<sup>23</sup> Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.<sup>24</sup> Shown on Chicago and Winona R. P. O.<sup>25</sup> Balance of route covered by Salamanca and Kent R. P. O.<sup>26</sup> Covered by Toledo and Cincinnati R. P. O., 69 miles; no local work done between Dayton and Cincinnati; clerks run between Dayton and Cincinnati with Toledo and Cincinnati R. P. O.<sup>27</sup> This line was reported last year as Keokuk and Albia, Iowa, R. P. O. Decrease in distance run this year, 27.63 miles.<sup>28</sup> Balance of route (41.34 miles) covered by Centreville and Hmeston, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Kingston and Goshen, N. Y.	2	44.23	Kingston, Montgomery, N. Y. (Walkill Valley).	6083	35.71	347	\$1,892 98
			Montgomery, Goshen, N. Y. (Montg. Brch. N. Y., L. E. and Westn.).	6009	10.65	501	682 98
Knobel and Helena, Ark.	7	140.52	Knobel, Forest City, Ark. (St. L., I. M. & S.).	29012	97.02	329	5,007 89
			Forest City, Helena, Ark. (St. L., I. M. & So.).	29008	43.90	63	1,876 72
Knoxville and Maryville Tenn.	5	18.45	Knoxville, Maryville, Tenn. (Knox & Augusta).	19014	18.45	93	788 73
La Crosse, Wis., and Dubuque, Iowa.	6	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. Paul).	27012 <sup>4</sup>	121.47	2,442	16,306 13
La Crosse, Wis., and Mankato, Minn. <sup>7</sup>	6	188.80	La Crosse, Wis., Wells, Minn. (Chi., Mil. and St. Paul).	26023 (part)	( <sup>8</sup> )	-----	( <sup>9</sup> )
			Wells, Mankato, Minn. (Chi., Mil. and St. Paul).	26024	38.18	240	1,730 32
LaCrosse, Wis., and Woonsocket, Dak. <sup>5</sup>	6	400.45	LaCrosse, Wis., Flandreau, Dak. (Chi., Mil. and St. Paul).	26023	311.84	1,580	27,714 64
			Flandreau, Egan, Dak. (Chi., Mil. and St. Paul).	35007 <sup>10</sup> (part)	4.40	948	364 98
			Egan, Woonsocket, Dak. (Chi., Mil. and St. Paul).	35008	84.50	738	6,213 28
La Fayette, Ind., and Quincy, Ill.	6	271.00	La Fayette, Ind., Quincy, Ill. (Wab. St. L. and Pac.).	21019 <sup>11</sup> (part)	271.44	6,975	51,986 19
Lake Crystal, Minn., and Eagle Grove, Iowa. <sup>12</sup>	6	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and O.).	26029	44.20	234	1,965 13
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.).	27052 <sup>14</sup>	66.30	788	5,045 43
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.).	23004	44.13	218	1,924 50
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Central).	23022	45.67	70	1,952 39
Lancaster, N. H., and Boston, Mass.	1	208.63	Lancaster, N. H., Wells River, Vt. (Bos., Conn. and Mont.).	1006 <sup>15</sup> (part)	43.03	1,464	4,525 46
			Wells River, Vt., Concord, N. H. (Bos., Conn. and Mont.).	1005	( <sup>16</sup> )	-----	( <sup>17</sup> )
			Concord, Manchester, N. H. (Concord).	1001 <sup>17</sup> (part)	( <sup>18</sup> )	-----	( <sup>19</sup> )
			Manchester, N. H., Lawrence, Mass. (Man. and Law.).	3063	27.06	2,549	3,678 80
			Lawrence, Boston, Mass. (Bos. and Maine).	3011 <sup>19</sup>	( <sup>20</sup> )	-----	( <sup>21</sup> )
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.).	8027 <sup>22</sup> (part)	12.15	595	908 84
			Columbia, Pa., Frederick, Md. (P. and F. Div., Penna.).	8032	69.52	312	3,507 28
Lanes and Sumter, S. C. ....	4	40.53	Lanes, Sumter, S. C. (Cent. of S. C.).	14015	40.00	111	1,710 09

<sup>1</sup> Reserve cars.<sup>2</sup> Cars and clerks shown on route 6083.<sup>3</sup> In shops.<sup>4</sup> R. P. O. discontinued January 22, 1884.<sup>5</sup> Balance of route covered by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn. R. P. O. (43.50 miles), and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. See Table C.<sup>6</sup> Reserve.<sup>7</sup> This line was reported last year as Mankato and Wells, Minn., R. P. O. Increased distance run this year, 147.90 miles.<sup>8</sup> Distance (150.30 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.<sup>9</sup> This line was reported last year as La Crosse, Wis., and Sioux Falls, Dak., R. P. O. Increased distance run this year, 49.53 miles.<sup>10</sup> Balance of route Egan and Sioux Falls, Dak. (34.77 miles), covered by closed pouches. See Table C.<sup>11</sup> Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.<sup>12</sup> One clerk detailed to this line from Indianapolis, Ind., and Decatur, Ill., R. P. O. One clerk detailed as chief clerk R. M. S., Quincy, Ill.; one clerk detailed to clerical duty at office Supt. R. M. S., Chicago, Ill.; one clerk detailed to transfer duty at Quincy, Ill., and

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	2	Miles. 25	3	Miles. 20	6	21,151	1 <sup>12</sup>	Ft. 18 0	In. 9 0	1	1	1
	July 1, 1881	2	25	3	18	6	6,537	( <sup>2</sup> )	18 0	9 0	( <sup>2</sup> )		
	Nov. 1, 1882	687	17	688	17	7	70,946	1	14 9	8 10	3	1	3
	July 1, 1882	687	17	688	17	7	31,915	1 <sup>1</sup>	14 5	9 10			
	July 1, 1880					6	6,494	1 <sup>1</sup>	25 6	8 10	1	1	( <sup>4</sup> )
	July 1, 1883	6	20	5	20	6	76,666	2 <sup>1</sup>	20 0	9 4	2	1	2
		1	19	2	19	6	94,068	1	17 3	7 7	2	1	2
	July 1, 1883	1	19	2	23	6	24,101	1	16 9	7 5			
	July 1, 1883	3	21	4	21	6	195,099	2	22 0	9 3	6	1	6
	Mar. 1, 1882	3	20	4	16	6	2,754	1	21 0	8 11			
	Apr. 16, 1884	3	24	4	24	6	52,829						
\$10,857 60	July 1, 1880	45	21	44	25	6	169,646	2	50 0	9 6	4	3	<sup>12</sup> 16
	July 1, 1883	11	25	12	25	6	27,669	1	11 9	9 4	2	1	2
	July 1, 1883	11	22	12	24	6	41,491	1	24 0	9 3			
	July 1, 1883	20	23	19	24	6	27,638	1	10 8	7 7	1	1	1
	July 1, 1883	141	25	144	25	6	28,596	1 <sup>1</sup>	11 8	7 2	1	1	1
	July 1, 1881	54	23.34	9	18.34	6	26,855	2 <sup>1</sup>	11 1	7 0	4	2	8
								1	28 0	9 6			
( <sup>10</sup> )		54	19.01	9	19.01	6	58,756	1 <sup>2</sup>	16 8	6 10			
		54	19.63	9	21.60	6	11,337				2	1	2
	July 1, 1881	54	18.79	9	22.93	6	16,846						
		54	26.12	9	26.12	6	16,808						
	July 1, 1881	85	18	82	22	6	7,675	1	15 0	8 6	2	1	2
	July 1, 1881	85	14	82	17	6	43,451	( <sup>2</sup> )			( <sup>2</sup> )		
	July 1, 1880	43	27	42	28	6	25,372	1	13 0	8 4	1	1	1

one clerk detailed to transfer duty at Decatur, Ill.; one clerk detailed to register transfer duty at Chicago, Ill.

<sup>10</sup> This line was reported last year as Lake Crystal, Minn., and Elmore, Minn., R. P. O., which has been extended to Eagle Grove, Iowa, covering a portion of former Tama City and Algona, Iowa, R. P. O. Increased distance run this year, 32.60 miles.

<sup>11</sup> Balance of route (98.40 miles) covered by Tama City and Hawarden, Iowa, R. P. O.

<sup>12</sup> Covered by closed pouch service between Grove-ton and Lancaster, 10.68 miles. See Table C\*.

<sup>13</sup> Covered by Richford and Concord R. P. O.

<sup>14</sup> Balance of route covered by St. Albans and Boston R. P. O., 18.02 miles.

<sup>15</sup> Covered by St. Albans and Boston R. P. O., 18.26 miles.

<sup>16</sup> Balance of route covered by Portland and Boston R. P. O., 89.33 miles.

<sup>17</sup> Covered by Portland and Bos. R. P. O., 27 miles.

<sup>18</sup> Balance of route (19.49 miles) covered by closed pouch service. See Table C\*.

<sup>19</sup> Cars and clerks shown on route 8027.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay, June 30, 1884, for transportation.
						Pounds.	
Lansing and Hillsdale, Mich. <sup>1</sup>	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.).	24005	61.04	534	\$3,906 37
			Jonesville, Hillsdale, Mich. (L. S. and M. S.).	6052 (part)	( <sup>2</sup> )	-----	( <sup>2</sup> )
Larabee and Clermont, Pa. <sup>3</sup>	2	22.38	Larabee, Clermont, Pa. (Clermont Brch., Buff., N. Y. and Phil.).	8091	22.04	160	942 21
Lawrence and Burlington, Kans. <sup>4</sup>	7	74.40	Lawrence, Ottawa, Kans. (So. Kans.).	33004 <sup>5</sup>	27.50	1,189	2,050 40
			Ottawa, Burlington, Kans. (So. Kans.).	33019	46.95	456	2,850 38
Lawrence and Carbondale, Kans.	7	32.96	Lawrence, Carbondale, Kas. (U. P.).	33014	32.96	62	1,409 94
Leavenworth and Lawrence, Kans. <sup>7</sup>	7	35.05	Leavenworth, Lawrence, Kans. (U. P.).	33002	35.05	715	2,547 43
Leavenworth and Miltonvale, Kans.	7	166.15	Leavenworth, Miltonvale, Kans. (Kans. C.).	33013	167.91	424	9,762 20
Leavenworth and Topeka, Kans. <sup>4</sup>	7	57.40	Leavenworth, Meriden Junction (L., T. and S. W.).	33038	46.98	101	2,006 39
			Meriden Junction, Topeka (A., T. and S. F.).	33010 (part)	( <sup>10</sup> )	-----	( <sup>10</sup> )
Lebanon and Nashville, Tenn.	5	81.98	Lebanon, Nashville, Tenn. (Nash., Chat and St. L.).	19001	31.12	292	1,516 78
Lexington and Louisville, Ky.	5	94.49	Lexington, La Grange, Ky. (Lou. and Nash.).	20003	67.25	958	5,577 71
			La Grange, Louisville, Ky. (Lou. and Nash.).	20004 (part)	( <sup>11</sup> )	-----	( <sup>11</sup> )
Lenox and Jackson, Mich. <sup>12</sup>	9	106.68	Lenox, Jackson, Mich. (Gd. Trunk).	24033	106.58	873	9,279 98
Lexington and Saint Joseph, Mo.	7	77.04	Henry, Saint Joseph, Mo. (W., St. L. and P.).	28012	73.43	756	5,463 45
Litchfield and Bethel, Conn.	1	39.03	Litchfield, Hawleyville, Conn. (Shepaug).	5019	32.75	232	1,456 06
			Hawleyville, Bethel, Conn. (Dan. and Nor.).	5024	6.54	271	307 57
Little Falls and Morris, Minn.	6	88.33	Little Falls, Morris, Minn. (North. Pac.).	26046	88.37	354	4,684 49
Little Rock and Fort Smith, Ark.	7	167.45	Argenta, Fort Smith, Ark. (L. R. and Ft. S.).	29003	167.15	1,156	12,238 70
Little Rock and Warren, Ark.	7	155.03	Little Rock, Trippe, Ark. (L. R., M. R. and T.).	29007 (part)	1065.91 <sup>9</sup>	585	7,200 14
			Trippie, Warren, Ark. (L. R., M. R. and T.).	29004	49.25	316	2,484 65
Little Rock and Texarkana, Ark. <sup>10</sup>	7	-----	-----	-----	-----	-----	-----
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Sunbury, Pa. (P. and E. Div., Penn.).	8022	( <sup>17</sup> )	-----	( <sup>17</sup> )
			Sunbury, Harrisburg, Pa. (No. Cent.).	10002	( <sup>18</sup> )	-----	( <sup>18</sup> )
Lock Haven and Tyrone, Pa.	2	55.06	Lock Haven, Tyrone, Pa. (B. E. Brch., Penna.).	8038	55.05	454	3,342 08
Logan and Nelsonville, Ohio.	5	33.25	Logan, New Straitsville, Ohio (Col., Hoc. Val. and Tol.).	21084	13.32	141	569 43
			New Straitsville, Nelsonville, Ohio (Col., Hoc. Val. and Tol.).	21077	19.93	124	852 00
Logan and Pomeroy, Ohio.	5	84.25	Logan, Pomeroy, Ohio (Col., Hoc. Val. and Tol.).	21074	83.78	702	6,089 12

<sup>1</sup> Runson route 6052, Jonesville to Hillsdale, Mich. (4.50 miles).<sup>2</sup> Shown in report of New York and Chicago R. P. O.<sup>3</sup> Clerk runs to Olean as helper in Buffalo and Emporium R. P. O., 17.25 miles.<sup>4</sup> Not reported last year; new service.<sup>5</sup> 98.00 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by Kansas City and Harper R. P. O., and 16.07 miles, between Cherry Vale and Coffeyville, covered by closed-pouch service. (See Table C<sup>9</sup>).<sup>6</sup> Mails handled in cabooses.<sup>7</sup> Reported last year as Leavenworth and Burlington R. P. O.; decreased distance, 74.40 miles.<sup>8</sup> Lawrence and Burlington R. P. O. cars run over this line.<sup>9</sup> In reserve.<sup>10</sup> 11 miles distance on route 33010 covered by Atchison and Topeka R. P. O.<sup>11</sup> Covered by Cincinnati and Nashville R. P. O.<sup>12</sup> Established February 23, 1884.<sup>13</sup> Clerk detailed from East Saginaw and Port Huron R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
		Miles.		Miles.					Ft. In.	Ft. In.				
.....	April 4, 1883	152	27.55	155	24.89	6	38,298	}	1	15 0	9 0	1	1	1
.....		152	27.55	153	24.89	6	2,817							
.....	July 1, 1881	22	16	23	17	6	13,978	1	8 7½	6 8	1	1	1	
.....	July 1, 1882	5	18½	6	19	6	17,196	1	18 0	8 8	}	1	2	
.....	July 1, 1882	5	18½	6	19	6	29,379	1	18 4	8 9				
.....	July 1, 1882	125	11	126	11	6	20,634	( <sup>6</sup> )	.....	.....	1	1	1	
.....	July 1, 1882	121	18	122	18	6	21,941	( <sup>6</sup> )	.....	.....	1	1	1	
.....	Apr. 16, 1883	151	14	152	15	6	104,010	2	15 6	7 8	3	1	3	
.....	Aug. 10, 1883	41	19	42	19	6	29,082	1	9 10	6 6				
.....		41	19	42	19	6	6,851	}	1	12 0	7 8	1	1	1
.....	July 1, 1880	42	16.31	41	19.62	6	20,119		1	12 6	6 4	1	1	1
.....	July 1, 1880	21	25.28	18	23.76	6	42,096	}	1	11 6	7 6	2	1	2
.....		21	19.13	18	16.77	6	16,839							
.....	Feb. 20, 1884	2	21.82	3&7	17.34	6	23,469	1	23 6	7 3	1	1	(12)	
.....	July 1, 1883	5	17	4	17	7	56,283	1	21 7½	9 4	2	1	2	
.....	July 1, 1881	1	19.36	2	12.33	6	20,338	}	1	6 4	6 6	1	1	1
.....	July 1, 1881	1	19.99	2	12.85	6	4,094							
.....	July 1, 1883	11	19	12	19	6	55,294	1	21 9	8 10	2	1	2	
.....	July 1, 1882	2	18	1	17½	7	122,573	143	18 0	9 0	3	1	13	
.....	July 1, 1882	7	12	10	12	6	66,784	}	144	14 0	7 4	3	1	3
.....	Sept. 1, 1882						30,265							
.....		14	23	1	24	6	40,394	1	15 0	8 4	2	1	143	
.....		14	30	1	27	6	33,869	( <sup>11</sup> )	15 0	8 4	( <sup>11</sup> )			
.....	July 1, 1881	53	21	50	21	6	34,468	1	15 0	8 5	1	1	1	
.....	July 1, 1880	27	22.16	28	22.16	6	8,338	}	1	11 0	7 9	1	1	1
.....	July 1, 1881	27	22.16	28	22.16	6	12,476							
.....	Feb. 1, 1881	1	20.84	2	22.83	6	52,740	2	16 0	9 3	23	1	2	
.....		3	22.34	4	23.39	6	52,740							

<sup>14</sup> 1 car in reserve.<sup>15</sup> 7.50 miles of route 29007, between Trippe and Arkansas City, Ark., covered by closed-pouch service. (See Table C.)<sup>16</sup> See Saint Louis and Texarkana.<sup>17</sup> 39.60 miles covered by Williamsport and Baltimore R. P. O., and 24.50 miles covered by Williamsport and Erie R. P. O.<sup>18</sup> 1 helper from Muncy to Harrisburg and return.<sup>19</sup> Reserve cars.<sup>20</sup> 53.20 miles covered by Williamsport and Baltimore R. P. O.<sup>21</sup> Cars and clerks shown on route 8022.<sup>22</sup> These clerks make two round trips daily except Sunday.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Logansport, Ind., and Columbus, Ohio. <sup>1</sup>	5	197.44	Logansport, Ind., Bradford, Ohio (Chic. St. L. and Pitta.).	22017	114.60	324	\$5,878 98
			Columbus, Bradford, Ohio (Chic. St. L. and Pitta.).	21015 (part)	( <sup>2</sup> )	( <sup>2</sup> )	
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., State Line (n. o.) (Chl. St. Lou. and Pitta.).	22014	61.19	647	4,290 03
			State Line (n. o.), Keokuk, Iowa (Wab. St. L. and Pac.).	23027 <sup>4</sup>	222.40	515	26,239 97
Los Angeles and Santa Ana, Cal.	8	35.15	Los Angeles, Santa Ana, Cal. (So. Pac.).	48017	35.23	906	2,861 73
Louisville and Bloomfield, Ky.	5	58.16	Louisville, Anchorage, Ky. (Lou. and Nash.).	20004 (part)	( <sup>5</sup> )	( <sup>5</sup> )	
			Anchorage, Shelbyville, Ky. (Lou. and Nash.).	20012	19.19	279	536.87
			Shelbyville, Bloomfield, Ky. (Lou. and Nash.).	20026	25.97	801	1,110 21
Louisville, Ky., and Knoxville, Tenn. <sup>6</sup>	5	267.61	Louisville, Lebanon Jct., Ky. (Lou. and Nash.).	20005 (part)	( <sup>7</sup> )	( <sup>7</sup> )	
			Lebanon Jct., Ky., Jellico, Tenn. (Lou. and Nash.).	20007	172.73	1,302	13,442 74
			Jellico, Knoxville, Tenn. (E. Tenn. Va. and Ga.).	19008	66.27	824	3,791 22
Louisville, Ky., and Mount Vernon, Ill.	5	190.37	Louisville, Ky., Oakland City, Ind. (Lou. Evans. and St. L.).	22048	99.55	423	5,787 83
			Oakland City, Ind., Mt. Vernon, Ill. (Lou. Evans. and St. L.).	22023	88.56	215	3,862 10
Louisville, Ky., and Nashville, Tenn.	5	187.60	Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20005	( <sup>8</sup> )	( <sup>8</sup> )	
Louisville and Paducah, Ky. <sup>9</sup>	5	227.91	Louisville, Paducah, Ky. (Ches. Ohio and S. West.).	20009	226.77	550	19,099 08
Lovely Mount and Pocahontas, Va.	3	171.94	Lovely Mount, Pocahontas, Va. (N. R. Div. N. and W.).	11033	73.59		No pay
			Lovely Mount, Lynchburgh, Va. (N. and W.).	11013 (part)	( <sup>10</sup> )	( <sup>10</sup> )	
Lowell and Ayer, Mass. ....	1	16.96	Lowell, Ayer, Mass. (Bos. and Low. R. R.).	3020	16.74	1,190	1,560 16
Lowell and Taunton, Mass. <sup>11</sup>	1	62.01	Lowell, South Framingham, Mass., (Old Colony R. R.).	3049	30.34	1,321	3,009 12
			So. Framingham, Taunton, Mass. (Old Colony R. R.).	3051 <sup>12</sup>	37.16	894	2,986 55
Ludington, Mich., Toledo, Ohio. <sup>13</sup>	9	278.59	Ludington, Monroe, Mich. (Flint and P. M.).	24015	254.41	2,177	23,615 55
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24001 (part)	( <sup>14</sup> )	( <sup>14</sup> )	
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (N. and W.).	11013	205.52	5,607	36,374 98
Lyons, N. Y., and Sayre, Pa.	2	92.22	Lyons, N. Y., Sayre, Pa. (Geneva, Ith. and Sayre).	6072	92.62	776	6,968 72

<sup>1</sup> Clerks run west from Columbus to Bradford with Pittsburgh and Saint Louis R. P. O.<sup>2</sup> Covered by Pittsburgh and Saint Louis R. P. O., 83 miles.<sup>3</sup> Four clerks run week on and week off; 3 clerks run two weeks on and one week off.<sup>4</sup> Balance of route (8.47) Keokuk, Iowa, to Warsaw, Ill., covered by pouch service. See table "C."<sup>5</sup> Covered by Cincinnati and Nashville R. P. O., 12 miles.<sup>6</sup> Report of 1883, Louisville and Williamsburg R. P. O. Extended July 2, 1883, to Warm Springs, N. C., taking up the Carey and Knoxville and

Morristown and Warm Springs R. P. O., whole distance 352.42 miles. February 7, 1884, route curtailed to end at Knoxville; decrease distance 91 miles.

<sup>7</sup> Covered by Cincinnati and Nashville R. P. O.<sup>8</sup> See Cincinnati and Nashville R. P. O.<sup>9</sup> See Paducah and Memphis R. P. O., for remainder of this route.<sup>10</sup> This also includes cars on Paducah and Memphis R. P. O.<sup>11</sup> One in reserve.<sup>12</sup> One detailed from Lynchburgh and Bristol R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.)				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures.)		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1880	12	Miles. 24.38	1	Miles. 25.29	6	71,740	2	11 8	9 1	3	1	3
.....		12	20.71	1	20.57	6	51,858						
.....	July 1, 1880	107	29	104	29	6	38,305	1	32 0	8 9	4	2	27
.....	Aug. 1, 1882	107	20	104	25	6	138,865	1	28 2 20 5	8 7 8 9			
.....	July 1, 1881	1	16.84	4	16.80	7	25,729	1	8 4	6 11	1	1	1
.....		36	10.57	35	10.57	6	8,164	1	10 3	7 3	1	1	1
.....	July 1, 1880	36	10.57	35	10.57	6	12,013						
.....	July 1, 1880	36	10.57	35	10.57	6	16,257	3	18 5	9 1	4	1	4
.....		23	19.07	24	19.52	6	17,910						
.....	July 2, 1883	23	19.38	24	19.67	6	108,129	4	14 0	7 6	3	1	3
.....	July 2, 1883	23	18.51	24	19.43	6	41,485						
.....	Aug. 16, 1882	1	21.87	2	23.64	6	62,318	106	15 0	9 4	4	1	4
.....	Nov. 1, 1882	1	24.94	2	23.42		55,439						
.....	Oct. 1, 1881	1	20.32	2	20.94	7	142,412	112	10 9	7 6	1 <sup>12</sup>	1	1
fixed.		21	18.37	23	18.37	6	47,025						
.....		21	23.16	22	23.26	6	60,609	141	11 2	7 0	1	1	1
.....	July 1, 1881	253	23.66	254	18.30	6	10,629						
.....		250	21.55	258	23.10	6	10,629	141	6 0	3 8			
.....	July 1, 1881	465	28.57	440	25.58	6	18,993	141	7 6	6 9			
.....		477	29.05	404	23.80	6	18,993	182	13 2	6 2	2	1	2
.....	July 1, 1881	465	25.80	440	23.60	6	15,540						
.....		477	26.15	404	24.81	6	15,540	141	14 0	7 0			
.....	Apr. 4, 1883	3	24.52	4	24.32	6	150,079						
.....		3	24.50	4	22.61	6	15,318	211	20 0	8 10	4	1	198
\$, 128 00	July 1, 1881	3	25.86	4	27.03	7	137,261						
.....	July 1, 1881	09		02	27	6	57,730	222	43 4 41 1 41 1 15 9 <sup>1</sup>	8 8 8 9 8 7 8 8 <sup>1</sup>	4	2	2 <sup>11</sup>

<sup>12</sup> 96.82 miles covered by Lynchburgh and Bristol R. P. O.<sup>13</sup> Reserve car.<sup>14</sup> Reported last year as Lowell and Mansfield R. P. O. Run extended to Taunton, Mass., February 18, 1884.<sup>15</sup> Balance of route covered by Boston, Clinton and Fitchburgh R. P. O., 37.12 miles; and closed ponch service between Taunton and New Bedford, 20.91 miles. See Table C.<sup>16</sup> Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.; gives double service be-

tween Manistee Junction and Wayne, Mich. (210.33), daily except Sunday.

<sup>17</sup> One car held in reserve.<sup>18</sup> Two clerks detailed to Bay City, Wayne and Detroit R. P. O.; two clerks detailed to Manistee and East Saginaw R. P. O.<sup>19</sup> Shown in report of Detroit and Toledo R. P. O. night line.<sup>20</sup> Cars run through to Chattanooga, Tenn.<sup>21</sup> One helper between Lynchburgh and Bonasacks, Va. One transfer clerk at Lynchburgh. One detailed to Lovely Mount and Pocahontas R. P. O.<sup>22</sup> One car in reserve.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Mackinaw City and Bay City, Mich. <sup>1</sup>	9	182.66	Mackinaw City, Bay City, Mich. (Mich. Cent.).	24009 (part)	181.18	1,207	\$18,125 24
Mackinaw City and Grand Rapids, Mich. <sup>2</sup>	9	226.30	Mackinaw City, Grand Rapids, Mich. (Gd. Rap. and Ind.).	24018 <sup>3</sup> (part)	225.86	1,514	18,786 13
Macon and Brunswick, Ga.	4	190.60	Macon, Brunswick, Ga. (E., T., V. and Ga.).	15013 <sup>4</sup> (part)	190.58	1,017	16,294 59
Macon and Montgomery, Ga.	4	224.51	Macon, Ga., Eufula, Ala. (S. W.).	15016 (part)	143.99	1,021	12,434 96
			Eufula, Montgomery, Ala. (M. and E.).	17003	80.73	862	6,419 64
Macon and Opelika, Ga....	4	129.67	Macon, Columbus, Ga. (S. W.).	15011	100.47	497	6,356 73
			Columbus, Ga., Opelika, Ala. (Col. and W.).	17007	29.62	764	2,228 60
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H. (Concord).	10011 <sup>5</sup> (part)	(11)	.....	(11)
			Concord, Contoocook, N. H. (Con. and Clar.).	10091 <sup>6</sup> (part)	(12)	.....	(12)
			Contoocook, Peterboro', N. H. (Con. and Clar.).	1010	32.76	186	1,400 49
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (M., A. and B.).	33034	57.21	227	2,543 55
Manistee and East Saginaw, Mich. <sup>14</sup>	9	148.13	Manistee, Manistee Junction, Mich. (Flint and P. M.).	24045	27.13	760	2,041 26
			Manistee Junction, East Saginaw, Mich. (Flint and P. M.).	24015 (part)	(16)	.....	(16)
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. Paul).	27018	43.91	211	1,877 15
Marion, Ohio, and Chicago, Ill.	5	269.64	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chic. and Atlantic).	21090	249.95	383	13,892 22
			Chicago, Ill., Hammond, Ind. (Chic. and West. Ind.).	(17)	.....	.....	.....
Marion and Council Bluffs, Iowa.	6	261.90	Marion, U. P. Transfer, Iowa (Chi., Mil. and St. Paul).	27028 <sup>7</sup> (part)	261.90	1,759	30,688 96
Marion and Running Water, Dak.	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. Paul).	27025 <sup>8</sup> (part)	63.00	1,949	7,918 47
Marmont and Terre Haute, Ind. <sup>9</sup>	5	150.34	Marmont, Terre Haute, Ind. (Terre Haute and Indpls.).	22013	152.19	265	7,556 86
Marquette and L'Ansee, Mich.	6	63.81	Marquette, L'Ansee, Mich. (Marq., Houghton and Ont.).	24040 <sup>10</sup> (part)	64.19	743	5,577 19
Mason City and Albia, Iowa. <sup>11</sup>	6	169.55	Mason City, Albia, Iowa (Central Iowa).	27010	170.21	1,230	16,154 63

<sup>1</sup> Balance of route (114½ miles) covered by Bay City and Jackson R. P. O.<sup>2</sup> 1 clerk detailed to Bay City and Detroit R. P. O.<sup>3</sup> In connection with Cadillac and Fort Wayne, and Grand Rapids and Cincinnati R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles).<sup>4</sup> Balance of route (143.23 miles) covered by Cadillac and Fort Wayne R. P. O.<sup>5</sup> 1 car held in reserve.<sup>6</sup> 1 clerk assigned as chief clerk at Grand Rapids, Mich.; 3 clerks detailed to Cadillac and Fort Wayne R. P. O.<sup>7</sup> Balance of route shown on Rome and Macon R. P. O., 161.94 miles.<sup>8</sup> 1 detailed as transfer clerk at Jesup, Ga.<sup>9</sup> 1 reserve car.<sup>10</sup> Balance of route covered by Saint Albans and Boston R. P. O., 18.02 miles.<sup>11</sup> Covered by Saint Albans and Boston R. P. O., 18.26 miles.<sup>12</sup> Balance of route covered by Concord and Claremont R. P. O., 43.74 miles, and closed-pouch service between Claremont and Claremont Junction, 1.09 miles (see Table C).<sup>13</sup> Covered by Concord and Claremont R. P. O., 11.97 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	92	<i>Miles.</i> 25.39	91	<i>Miles.</i> 24.81	6	114,368	1 16 1	<i>Ft. In.</i> 8 8	<i>Ft. In.</i> 8 8	} 2	1	3
.....	Oct. 1, 1882	4	22.75	5	22.20	6	141,663	1 15 6 22 0	8 8 8 2 8 10	8 10		1	3
.....	July 1, 1880	1	17	2	17	7	130,138	3	15 0	9 4	3	1	4
.....	July 1, 1880	1	20	2	21	7	104,959	} 3	22 8	9 2	4	1	4
.....	July 1, 1880	1	23	2	26	7	58,933						
.....	July 1, 1880	5	25	6	21	7	73,037	1	12 0	7 0	2	1	2
.....	July 1, 1880	5	19	6	15	7	21,622	1	11 2	6 8			
.....		3	21.17	10	27	6	11,431	} 1 1	8 6 9 0	6 0 7 0	1	1	1
.....		3	22.30	10	13.99	6	7,493						
.....	July 1, 1881	3	13.04	10	14.32	6	20,746						
.....	July 1, 1882	2	12 1/2	1	13	6	35,814	1	12 0	9 0	1	1	1
.....	July 1, 1883	5	24.83	6	21.52	6	16,983	} 2	20 0	8 10	2	1	(15)
.....		5	24.83	6	21.52	6	75,743						
.....	July 1, 1883	24	30	23	20	6	27,450	1	15 2	7 7	1	1	1
.....	June 1, 1883	1	26.53	8	24.89	6	156,469	} 4	10 1	6 10	4	1	4
.....		1	26.53	8	24.89	6	12,325						
.....	Apr. 1, 1884	3	21	2	21	6	163,949	1 1	20 4 20 1	9 4 9 3	4	1	4
.....	July 1, 1883	39	14	40	15	6	39,263	1	8 0	6 9	1	1	1
.....	Oct. 15, 1883	51	19.62	52	19.62	6	87,785	2	16 9	9 2	2	1	2
.....	Dec. 1, 1883	1	24	2	19	6	39,945	1	12 0	7 0	1	1	1
.....	July 1, 1883	4	20	3	20	6	106,138	2 21	32 0 22 0	9 3 8 11	3	1	24

<sup>14</sup> Runs on route 24015, Manistee Junction to East Saginaw, Mich. (119.83 miles), and in connection with Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O.'s, gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily except Sunday.

<sup>15</sup> Clerks appointed to Ludington and Toledo R. P. O.

<sup>16</sup> Shown in report of Ludington and Toledo R. P. O.

<sup>17</sup> Covered by lines of sixth division, 20 miles.

<sup>18</sup> Balance of route (89.28 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>19</sup> Balance of route (288.40 miles) covered by Calmar, Iowa, and Chamberlain, Dak., R. P. O.

<sup>20</sup> Formerly Logan'sport and Terre Haute R. P. O. Extended to Marmont October 15, 1883; increased distance 35.15 miles. Clerks record arrival and departure at depot Terre Haute, but accompany mail to post-office.

<sup>21</sup> Balance of route, L'Anse to Houghton (31.74 miles), covered by closed pouches (see Table C').

<sup>22</sup> This line was reported last year as Mason City and Ottumwa, Iowa, R. P. O. Decrease in distance run this year, 3.11 miles.

<sup>23</sup> 1 helper between Grinnell and Ackley, Iowa 69 miles.

<sup>24</sup> Reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Mayville, Dak., and Breckenridge, Minn.	6	98.90	Mayville, Everest, Dak. (St. Paul, Minn. and Man.). Everest, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	35006 35003 <sup>1</sup> (part)	46.14 53.04	439 479	\$2,722 26 3,310 76
Mayaville, Paris, Ky., and Cincinnati, Ohio.	5	129.06	Mayaville, Paris, Ky. (Ky. Cent.). Covington, Paris, Ky. (Ky. Cent.).	20015 20002 (part)	50.73 ( <sup>2</sup> )	315 ( <sup>2</sup> )	3,253 31 ( <sup>2</sup> )
McCook, Nebr., and Denver, Colo. <sup>4</sup>	6	255.53	McCook, Nebr., Denver, Colo. (Bur. and Mo. Riv. in Nebr.).	34009 <sup>5</sup> (part)	255.40	495	749 75
McLeansborough and Shawneetown, Ill.	6	41.00	McLeansborough, Shawneetown, Ill. (Louis. and Nash.).	23078	41.22	120	1,762 15
Meadville and Oil City, Pa.	2	36.67	Meadville, Oil City, Pa. (Franklin Broch. N. Y., Penn. and Ohio).	8043	36.62	455	2,223 20
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn.).	18002	102.34	526	6,825 05
Memphis, Tenn., and Little Rock, Ark.	7	136.00	Hopefield, Little Rock, Ark. (M. and L.).	29001	135.86	2,850	15,243 01
Menasha and Schleisingserville, Wis.	6	66.26	Menasha, Schleisingserville, Wis. (Wis. Central).	25017 <sup>6</sup> (part)	65.60	1,607	7,291 44
Mendota and Centralia, Ill. <sup>7</sup>	6	211.99	Mendota, Centralia, Ill. (Illinois Central).	23021 <sup>8</sup> (part)	212.85	2,705	23,441 17
Mendota and Fulton, Ill. . .	6	65.26	Mendota, Fulton, Ill. (Chi., Burl and Q'cy).	23013	64.70	205	2,765 92
Meridian and Vicksburgh, Miss.	4	140.70	Meridian, Vicksburgh, Miss. (Vicks. and Merid.).	18003	140.54	783	9,245 99
Merrill and Tomah, Wis. . .	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	25031	108.07	551	7,115 32
Mexico and Cedar City, Mo. <sup>11</sup>	7	50.43	Mexico, Cedar City, Mo. (C. and A.).	28021	50.43	278	2,414 59
Michigan City and Indianapolis, Ind.	5	161.17	Michigan City, Indianapolis, Ind. (Wab., St. L. and Pac.).	22004	161.17	928	12,677 63
Michigan City, Monon, and Indianapolis, Ind.	5	154.17	Michigan City, Monon, Ind. (Lou., N. A. and Chic.). Monon, Indianapolis, Ind. (Lou., N. A. and Chic.).	22008 <sup>12</sup> (part) 22038 <sup>12</sup> (part)	68.03 95.56	403 119	5,293 41 7,272 12
Middletown and New York, N. Y. <sup>13</sup>	2	89.78	Middletown, New York, N. Y. (N. Y., Susq. and Westn.).	7037	88.40	462	5,366 76
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. and C.).	6085	57.97	383	3,221 97
Milton and Mineral Point, Wis.	6	90.66	Milton, Gratiot, Wis. (Chi., Mil. and Saint Paul). Gratiot, Mineral Point, Wis. (Chi., Mil. and Saint Paul).	25004 <sup>14</sup> (part) 25020 <sup>14</sup> (part)	63.79 25.80	1,043 1,057	5,563 12 2,250 01
Milwaukee, Wis., and Chicago, Ill.	6	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85.37	8,625	17,883 30
Milwaukee and Lancaster, Wis.	6	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.). Montfort, Lancaster Jct., Wis. (Chi. and No. West.). Lancaster Jct., Lancaster, Wis. (Chi. and No. West.).	25038 25025 <sup>15</sup> (part) 25042	146.37 10.00 12.31	565 556 740	9,761 41 658 40 915 74

<sup>1</sup> Balance of route, Ripon to Everest, Dak. (10.43 miles), covered by closed pouches (see Table C.).<sup>2</sup> Reserve.<sup>3</sup> Covered by Cincinnati and Richmond R. P. O., 80 miles.<sup>4</sup> Service on this line was established this year.<sup>5</sup> Balance of route (160.48 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>6</sup> Balance of route covered by Ashland and Menasha, Wis., R. P. O. (251 miles); and between

Milwaukee and Schleisingserville, Wis. (32.50 miles), by closed pouches. (See Table C.)

<sup>7</sup> This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been curtailed to begin at Mendota, and balance of line merged into Dubuque, Iowa, and Mendota, Ill., R. P. O.<sup>8</sup> Balance of route (132.29 miles) covered by Dubuque, Iowa and Mendota, Ill., R. P. O.<sup>9</sup> 1 clerk detailed to transfer duty at Bloomington, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
.....	Apr. 1, 1884	48	<i>Miles.</i> 17	47	<i>Miles.</i> 16	6	28,690	1	<i>Ft. In.</i> 16 0	<i>Ft. In.</i> 8 9	2	1	2
.....	Apr. 1, 1884	48	18	47	20	6	33,215	21	12 4	8 9			
.....	July 1, 1880	11	20.29	12	21.77	6	31,756	1	12 10	8 10	2	1	2
.....	.....	11	24.10	12	21.77	6	49,035						
\$6,385 00	July 1, 1882	39	30	40	30	7	187,048	2	40 3	9 0	3	2	6
.....	July 1, 1883	11	11	10	11	6	25,666	1	9 7	4 0	1	1	1
.....	July 1, 1881	83	24	84	22	6	22,956	1	18 6	7 0	1	1	1
.....	July 1, 1880	2	20	1	22	7	74,168	1	12 1	6 9	2	1	2
.....	July 1, 1882	3	18	4	18	7	99,552	2	22 8	8 9	3	1	3
.....	Apr. 16, 1884	6	26	5	26	6	49,478	2	15 2	7 7	1	1	1
.....	July 1, 1883	3	22	2	20	6	132,705	2	27 3	9 0	4	1	5
.....	July 1, 1883	97	26	98	26	6	40,873	21	24 0	7 9	1	1	1
.....	July 1, 1880	35	19	36	17	7	102,711	(10)			3	1	3
.....	July 1, 1883	2	21	1	21	6	67,295	1	13 5	7 7	2	1	2
.....	July 1, 1883	138	17	137	17	6	31,570	1	17 6	9 0	1	1	1
.....	July 1, 1880	25	19.34	36	21.26	6	100,893	2	14 6	9 2	3	1	3
.....	July 1, 1880	6	25.49	5	25.49	6	37,167	3	13 11	9 0	3	1	3
.....	July 1, 1880	6	22.26	5	20.30	6	53,924						
.....	July 1, 1881	18	18	7	19	6	54,203	142	13 0	6 8	2	1	2
.....	July 1, 1881	51	22	54	18	6	36,289	1	9 10	6 6	1	1	1
.....	July 1, 1883	1	22	2	21	6	40,602	141	9 0	7 0			
.....	July 1, 1883	1	21	2	21	6	16,151	1	16 9	7 5	2	1	2
.....	.....	.....	.....	.....	.....	.....	.....						
3,756 28	Apr. 1, 1884	4	28	11	28	6	53,943	143	50 0		4	1	4
.....	.....	10	28	5	28	6	53,943						
.....	July 1, 1883	1	24	2	24	6	91,452	1	24 7	9 3	3	1	174
.....	July 1, 1883	1	20	2	13	6	6,260	1	24 0	9 3			
.....	July 1, 1883	1	18	2	18	6	7,706						

<sup>10</sup> Cars on Chatt. and Merid. R. P. O. run through to Vicksburgh, Miss.<sup>11</sup> Reported last year as Mexico and Jefferson City R. P. O. Same distance.<sup>12</sup> Balance of route covered by Chi. and Louisville R. P. O.<sup>13</sup> Every third week relieves Port Jervis and New York clerk.<sup>14</sup> 1 Reserve car.<sup>15</sup> Balance of route, Gratiot to Shullsburgh, Wis. (11.50 miles), covered by closed pouches.

(See Table C\*.)

<sup>16</sup> Balance of route, Gratiot, Wis., to Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C\*.)<sup>17</sup> 1 clerk detailed to transfer duty at Milwaukee, Wis.<sup>18</sup> Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Jct., Wis. (18.53 miles), by closed pouches. (See Table C\*.)

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<b>Milwaukee and Prairie du Chien, Wis.</b>	6	194.50	Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. Paul).	25001	196.64	Pounds 2,552	\$26,733 20
<b>Minneapolis, Minn., and Aberdeen, Dak.<sup>1</sup></b>	6	283.15	Minneapolis, Cologne, Minn. (Chi., Mil. and St. Paul). Cologne, Minn., Aberdeen, Dak. (Chi., Mil. and St. Paul).	26037 26010 <sup>a</sup>	33.17 256.40	1,710 1,080	3,828 81 20,196 05
<b>Minneapolis and Albert Lea, Minn.</b>	6	108.31	Minneapolis, Albert Lea, Minn. (Minn. and St. Louis).	26021 <sup>a</sup>	108.73	1,168	10,040 12
<b>Minneapolis and Birch Cooley, Minn.</b>	6	100.84	Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis).	26038	102.58	235	4,560 71
<b>Missouri Valley, Iowa, and Valentine, Nebr.<sup>2</sup></b>	6	306.10	Missouri Valley, California Junction, Iowa (Sioux City and Pac.). California Junction, Iowa, Fremont, Nebr. (Sioux City and Pac.). Fremont, Valentine, Nebr. (Fre., Elk. and Mo. Vall.).	27029 27077 34010	( <sup>10</sup> ) 32.23 268.59	..... 1,076 1,112	( <sup>10</sup> ) 2,838 50 24,114 01
<b>Mona and Waterloo, Iowa...</b>	6	80.88	Mona, Waterloo, Iowa (Illinois Central).	27022	80.79	763	6,078 64
<b>Monmouth Junction and Manasquan, N. J.<sup>12</sup></b>	2	83.18	Monmouth Junction, Jamesburg, N. J. (Amboy Div., Penn.).	7003 <sup>10</sup>	5.69	642	398 93
<b>Monroe and Adrian, Mich...</b>	9	34.29	Jamesburg, Sea Girt, N. J.. Monroe, Adrian, Mich. (L. S. and M. S.).	7023 24002	27.64 34.90	364 876	1,488 96 2,775 25
<b>Montandon and Spring Mills, Pa.<sup>13</sup></b>	2	45.39	Lewisburgh, Spring Mills, Pa. (L. and T. Div. Penn.).	8067	42.45	199	1,814 73
<b>Montfort, Wis., and Galena, Ill.</b>	6	56.08	Montfort, Platteville Junction, Wis. (Chi. and No. West.). Platteville Junction, Platteville, Wis. (Chi. and No. West.). Platteville Junction, Wis., Galena, Ill. (Chi. and No. West.).	25025 <sup>10</sup> 25043 25025 <sup>10</sup>	21.50 174.36 26.26	556 148 550	1,415 56 186 39 1,728 96
<b>Montgomery, Ala., and New Orleans, La.</b>	4	321.85	Montgomery, Ala., to Mobile, Ala. (Mob. and Mont.). Mobile, Ala., to New Orleans, La. (N. O. M. and Tex.).	17012 17013	179.67 141.70	4,258 3,623	25,124 24 21,444 87
<b>Montgomery and Selma, Ala.</b>	4	51.21	Montgomery, Selma, Ala. (W. R. R. of Ala.).	17002	50.59	528	3,287 33
<b>Montrose and Tunkhannock, Pa.</b>	2	29.16	Montrose, Tunkhannock, Pa. (Montrose).	8078	28.27	86	1,208 54
<b>Morning Sun and Okaloosa, Iowa.</b>	6	81.82	Morning Sun, Okaloosa, Iowa (Central Iowa).	27086 <sup>10</sup>	81.99	207	3,505 07
<b>Mound House and Keeler, Nev.</b>	8	293.00	Mound House, Belleville, Nev. (Carson and Colo.).	45004	154.96	361	8,347 69
<b>Mount Pleasant and Keokuk, Iowa.</b>	6	50.40	Belleville, Keeler, Nev..... Mount Pleasant, Keokuk, Iowa (St. L., Keo., and North.).	45005 28018 <sup>12</sup>	143.22 49.10	..... 1,690	( <sup>11</sup> ) 5,625 38

<sup>1</sup> 2 helpers between Prairie du Chien and White-water, Wis., 143 miles. 1 clerk detailed to transfer duty at Prairie du Chien, Wis.

<sup>2</sup> 1 car in reserve.

<sup>3</sup> This line was reported last year as Minneapolis, Minn., and Millbank, Dak., and Millbank and Aberdeen, Dak., R. P. O.'s. These consolidated form present line.

<sup>4</sup> 1 clerk detailed to Saint Paul, Minn., and Bismarck, Dak., R. P. O.

<sup>5</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), and between Aberdeen and Ipswich (26.33 miles) by closed pouches. (See Table C.)

<sup>6</sup> Balance of route (151.53 miles) covered by Albert Lea, Minn., and Angus, Iowa, R. P. O.

<sup>7</sup> 1 helper between Minneapolis and Albert Lea, Minn., 108 miles, three days each week. 1 clerk detailed to this line from Minneapolis and Birch Cooley, Minn., R. P. O.

<sup>8</sup> 1 clerk detailed to Minneapolis and Albert Lea, Minn., R. P. O.

<sup>9</sup> This line was reported last year as Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O. Increased distance run this year, 55.28 miles.

<sup>10</sup> Distance (6.13 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>11</sup> Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	1	Miles. 24	2	Miles. 24	6	111,757	1 <sup>22</sup>	Ft. In. 22 0	Ft. In. 9 3	4	1	17
.....	July 1, 1883	1	21	2	22	6	180,382	2	20 9	9 3	5	1	46
.....	July 1, 1883	1	22	2	22								
.....	July 1, 1883	3	21	4	22								
.....	July 1, 1883	4	23	3	23	6	67,802	1	22 0	9 5	2	1	72
.....	July 1, 1883	1						1	19 9	9 4			
.....	July 1, 1883	14	19	13	20	6	63,126	1	9 3	8 0	1	1	92
.....	.....	5	24	6	24	6	8,837	2	17 9	9 6	6	1	6
.....	July 1, 1883	5	15	6	14	6	20,238	112	17 9	9 6			
.....	Apr. 16, 1884	5	22	6	25	6	167,543						
.....	July 1, 1883	15	10	16	11	6	50,631	1	19 0 <sup>1</sup>	8 10	2	1	2
.....	July 1, 1881	1						1	18 3	9 0			
.....	July 1, 1881	380	18	387	27	6	3,559	1	9 0	6 3	1	1	1
.....	July 1, 1881	380	27	387	26	6	17,212	(14)			(14)		
.....	Apr. 4, 1883	105	28.56	102	30.64	6	21,465	1	12 2	9 0	1	1	1
.....	July 1, 1881	1	10	10	11	6	28,414	1	12 0	8 4	1	1	1
.....	.....	9	6	2	6	6	939						
.....	July 1, 1883	18	16	17	19	6	13,459						
.....	July 1, 1883	18	16	17	19	6	6,060	1	13 6	7 0	1	1	1
.....	July 1, 1883	18	16	17	19	6	13,587						
\$8,983 50	July 1, 1880	1	24	2	26	7	130,015	23	49 1	9 1	5	1	1010
.....	.....	3	24	4	26	7	130,015						
7,085 00	July 1, 1880	1	25	2	26	7	104,941	2	49 1	9 1	4	1	
.....	.....	3	28	4	26	7	104,941						
.....	July 1, 1880	31	20	32	20	7	37,383	1	23 3	9 5	1	1	1
.....	July 1, 1881	2	17	3	13	6	16,254	1	6 0	6 1	1	1	1
.....	Dec. 1, 1883	1	21	2	21	6	51,219	2	10 0	7 8	1	1	202
.....	Mar. 15, 1882	1	14.12	2	14.06	7	111,435	3	10 9	8 8	4	1	4
(21)	.....	1	14.12	2	14.06	7	102,942						
.....	July 1, 1883	15	20	16	18	6	31,550	1	18 3	9 0	1	1	1

<sup>12</sup> Clerk runs to Long Branch; records arrival and departure at Manasquan by slips; given benefit of run to Sea Girt.

<sup>13</sup> 47.64 miles covered by South Amboy and Philadelphia R. P. O.

<sup>14</sup> Cars and clerk shown on route 7005.

<sup>15</sup> Double daily service between Montandon and Lewisburgh; 1.50 miles messenger service; clerk records arrival and departure at Lewisburgh P. O., but performs double service between Lewisburgh and Montandon.

<sup>16</sup> Balance of route, Woodman to Lancaster Junction, Wis. (18.53 miles), covered by pouch service (see Table C'), and between Lancaster

Junction and Montfort, Wis. (10 miles), by Milwaukee and Montfort, Wis., R. P. O.

<sup>17</sup> Distance covered by R. P. O. twice daily each way.

<sup>18</sup> 1 detailed as transfer clerk at Montgomery, Ala.

<sup>19</sup> Balance of route, Keithsburg, Ill., to Morning Sun, Iowa (17.20 miles), covered by closed pouches. (See Table C'.)

<sup>20</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

<sup>21</sup> No pay fixed.

<sup>22</sup> Balance of route (137.97 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds</i>	
Muncie, Ind., and Bloomington, Ill.	5	201.75	Muncie, Ind., Bloomington, Ill. (I. E. and W.).	21020 <sup>1</sup>	201.00	428	\$12,373 56
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur., C. Rap. and North.).	27004	76.58 <sup>2</sup>	440	4,583 31
			Thornburgh, Montezuma, Iowa (Bur., C. Rap. and North.).	27065	16.29	271	766 12
Muskegon and Allegan, Mich. <sup>3</sup>	9	60.06	Muskegon, Holland, Mich. (Chi. and West Mich.).	24021	( <sup>4</sup> )		( <sup>4</sup> )
			Holland, Allegan, Mich. (Chi. and West Mich.).	24022	24.64	310	1,243 06
Nacogdoches and Houston, Tex.	7	140.25	Nacogdoches, Houston, Tex. (H. E. and W. T.).	31023	140 25	382	7,795 09
Nashua, N. H., and Worcester, Mass.	1	46.76	Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	( <sup>5</sup> )		( <sup>5</sup> )
Nashville and Chattanooga, Tenn.	5	151.62	Nashville, Chattanooga, Tenn. (Nash., Chat. and St. L.).	19004	151.00	5,056	25,046 37
Nashville, Tenn., and Hickman, Ky.	5	170.56	Nashville, Tenn., Hickman, Ky. (Nash., Chat. & St. L.).	19007	170.56	999	14,582 88
Nashville, Tenn., and Montgomery, Ala. <sup>4</sup>	5	306.21	Nashville, Tenn., Decatur, Ala. (Lou. and Nash.).	19006	122.23	1,650	13,806 16
			Decatur, Montgomery, Ala. (Lou. and Nash.).	17004	183.31	898	11,786 83
Nebraska City and Beatrice, Nebr. <sup>10</sup>	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska). Nemaha City, Beatrice, Nebr. (Rep. Valley).	34005 <sup>11</sup> 3 019	27.60 67.76	575 329	1,840 65 3,476 08
Neche, Dak., and Breckenridge, Minn. <sup>12</sup>	6	208.78	Neche, Fargo, Dak. (St. Paul, Minn. and Man.). Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	35005 28005	158.29 ( <sup>13</sup> )	2,996	22,466 10 ( <sup>13</sup> )
Newark and Shawnee, O.	5	43.30	Newark, Shawnee, O. (Balt. and Ohio).	21038	43.60	267	2,054 74
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine). Wakefield, Boston, Mass. (Bos. and Maine).	3014 3011 <sup>14</sup>	30.80 ( <sup>17</sup> )	176	1,316 70 ( <sup>17</sup> )
New Castle and North Vernon, Ind. <sup>15</sup>	5	70.06	New Castle, Rushville, Ind. (Ft. Wayne, Cin. & Lou.). Rushville, North Vernon, Ind. (C. I., St. L. & C.).	22042 22015	24.84 45.50	95 497	1,061 91 1,945 11
New Castle and Pittsburgh, Pa. <sup>16</sup>	2	61.20	New Castle, Pittsburgh, Pa. (Pitta. Div. Pitta. & West.).	8125	61.70	197	3,357 19
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and H.).	5005 <sup>11</sup>	( <sup>18</sup> )		( <sup>18</sup> )
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and H.).	2004	( <sup>19</sup> )		( <sup>19</sup> )
New Orleans and Alexandria.	4	230.24	New Orleans, Cheneyville, La. (M., L. and T.). Cheneyville, Alexandria, La. (T. and P.).	30003 30011	210.36 ( <sup>20</sup> )	2,057	25,166 85 ( <sup>20</sup> )

<sup>1</sup> See Sandusky and Muncie R. P. O.<sup>2</sup> Distance from Thornburgh to What Cheer, Iowa (4.50 miles), covered twice daily each way by R. P. O.<sup>3</sup> Runs on route 24021, Muskegon to Holland, Mich. (35.50 miles), and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily except Sunday.<sup>4</sup> Shown in report of Big Rapids & Holland R. P. O.<sup>5</sup> Covered by Portland and Worcester R. P. O. (46.93 miles).<sup>6</sup> Shown in column No. 20, Portland and Worcester R. P. O.<sup>7</sup> 1 helper between Nashville and Cowan.<sup>8</sup> Formerly Nashville and Decatur and Decatur and Montgomery R. P. O.'s, the latter of which was in fourth division until December 15, 1883, when run of clerks was extended through and route transferred to fifth division.<sup>9</sup> 2 helpers Nashville to Decatur.<sup>10</sup> This line was reported last year as Nebraska City and Tecumseh, Nebr., R. P. O.; increased distance ran this year, 34.26 miles.<sup>11</sup> Balance of route (109.85 miles) covered by Central City and Nebraska City, Nebr., R. P. O.<sup>12</sup> Reserve.<sup>13</sup> This line was reported last year as Neche and Fargo, Dak., R. P. O. Increased distance run this year, 50.07 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
.....	July 1, 1880	3	Miles. 23.32	4	Miles. 24.24	6	126,295	1	Ft. (1)	In. 20 10	9 4	1	1	1
.....	July 1, 1883	32	20	31	20	6	50,443							
.....	July 1, 1883	32	20	31	20	6	10,197	1	12 0	6 0	1	1	1	
.....	.....	18	20.64	15	21.93	6	22,172							
.....	Apr. 4, 1883	18	20.64	15	21.93	6	15,424	2	14 6	6 6	2	1	2	
.....	Dec. 21, 1883	2	15	1	15	6	87,797							
.....	.....	8	20.46	13	22.10	6	29,271	1	18 0	6 10	1	1	(4)	
\$1,887 50	July 1, 1880	1	26.36	2	23.95	7	110,985	2	20 0	9 2	3	1	74	
.....	July 1, 1880	51	18.95	52	18.95	7	124,850	2	15 0	9 6	3	1	8	
.....	July 1, 1880	3	29.98	2	26.71	7	89,546	3	15 0	9 6	4	1	96	
.....	July 1, 1880	3	23.87	2	23.87	7	134,183							
.....	July 1, 1882	53	20	54	20	6	59,620	1 <sup>21</sup>	8 3	7 0	2	1	2	
.....	Apr. 16, 1884	53	18	54	17	6		2	7 10	7 0				
.....	Apr. 1, 1884	4	21	3	22	7	152,827	(14)			3	1	8	
.....	.....	4	18	3	17	7								
.....	July 1, 1880	107	23.66	108	23.03	6	27,106	1	16 0	8 6	1	1	1	
308 00	July 1, 1881	68	26.14	11	23.46	6	19,174	1	12 0	8 6	2	1	2	
95 00	.....	108	26.14	71	25.41	6	19,174							
.....	.....	68	18.99	13	17.80	6	6,260							
.....	.....	108	18.99	71	20.35	6	6,280							
.....	Mar. 22, 1882	4	29.92	1	24.84	6	15,550	1	10 6	9 7	1	1	1	
.....	July 1, 1880	4	21.70	1	21.80	6	28,398	1	12 0	6 10				
.....	July 1, 1881	5	23	2	22	6	38,312	<sup>202</sup>	14 6	8 7	1	1	1	
.....	.....	24	26.95	43	27.12	6	48,233	1	16 4	6 10	1	1	<sup>202</sup>	
.....	.....							<sup>201</sup>	15 6	6 6				
.....	.....	10	26.59	17	26.13	6	32,433	1	13 9	6 0	2	1	<sup>203</sup>	
.....	.....	20	25.27	3	27.30	6	32,433	1	12 11	6 4				
.....	July 1, 1880	1	17	4	17	7	153,562	2	15 9	9 1	4	1	4	
.....	.....	1	17	4	17	7	14,513	2	18 0	9 0				

<sup>14</sup> Cars run through from Saint Paul, Minn. See Fargo, Breckenridge and Saint Paul R. P. O.<sup>15</sup> Distance (53.27 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn. R. P. O.<sup>16</sup> Balance of route covered by Portland and Boston R. P. O. (106.33 miles).<sup>17</sup> Covered by Portland and Boston R. P. O. (10 miles).<sup>18</sup> R. P. O. curtailed to begin at Rushville Dec. 22, 1883; decrease distance, 26 miles. Re-established New Castle and North Vernon May 19, 1884.<sup>19</sup> Formerly New Castle Junction and Pittsburgh R. P. O.; increase, 3.10 miles.<sup>20</sup> Reserve car.<sup>21</sup> Balance of route covered by Bos., Sp'g. and N. Y. R. P. O. (62.36 miles).<sup>22</sup> Covered by Bos., Sp'g. and N. Y. R. P. O. (73.28 miles).<sup>23</sup> 1 clerk detailed as transfer clerk, New Haven, Conn.<sup>24</sup> Covered by Bos., Prov. and N. Y. R. P. O. (51.71 miles).<sup>25</sup> 1 clerk detailed as transfer clerk, New London, Conn.<sup>26</sup> Reported in N. O. and Marshal R. P. O.; both R. P. O.'s using same track between Cheneyville and Alexandria, La.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	( <sup>1</sup> )
New Orleans, La., and Houston, Tex.	4	362.74	New Orleans, Vermillionville, La. (M., L. and T.). Vermillionville, La., Orange, Tex. (Tex. and N. O.). Orange, Houston, Tex. (Tex. and N. O.).	30003 (part) 30010 31012	( <sup>1</sup> ) 113.15 106.24	1,699 1,783	\$12,963 59 12,626 62
New Orleans, La., and Marshall, Tex.	4	869.37	New Orleans to Cheneyville, La. (T. and P.). Cheneyville to Shreveport, La. (Tex. and P.). Shreveport, La., and Marshall, Tex. (Mo. Pac.).	30002 30011 31009 (part)	172.30 157.25 539.95	789 596 1,072	13,112 03 10,622 23 3,522 80
Newport, Vt., and Springfield, Mass.	1	229.60	Newport, White River Junction, Vt. (Conn. and Pass.). White River Junc., Windsor, Vt. (Cent. Ver.). Windsor, Bellows Falls, Vt. (Sullivan). Bellows Falls, Brattleboro', Vt. (Ver. Valley). Brattleboro', South Vernon, Vt. (New Lon. North'n). South Vernon, Vt., Springfield, Mass. (Conn. Riv.).	2010 <sup>3</sup> (part) 2002 <sup>5</sup> (part) 2004 2005 3062 <sup>7</sup> (part) 3067	105.30 14.13 26.32 24.02 52.94	2,105 4,394 4,284 4,451 6,217	13,775 35 1,283 41 4,230 87 3,902 04 9,731 96
Newton and Arkansas City, Kans.	7	78.56	Newton, Arkansas City, Kans. (A., T. and S. F.).	33011 (part)	78.56	835	6,112 75
Newton and Caldwell, Kans.	7	81.09	Newton, Mulvane, Kans. (A., T. and S. F.). Mulvane, Caldwell, Kans. (A., T. and S. F.).	33011 (part) 33037	( <sup>10</sup> ) 38.30	759	( <sup>10</sup> ) 2,849 13
Newton, N. C., and Lancaster, S. C.	4	108.80	Newton, N. C., to Chester, S. C. (Ches. and Le.). Chester to Lancaster, S. C. (Ch. and Ch.).	14007 14013	79.53 30.20	331 119	3,863 51 1,291 04
New York, N. Y., and Chicago, Ill.	9	.....	.....	.....	.....	.....	.....
This line is divided into three divisions, as follows, viz: East Division—New York and Syracuse, N. Y.	...	289.50	New York, Syracuse, N. Y. (N. Y. Cent. and H. Riv.).	6011 (part)	289.50	84,498	205,295 79

<sup>1</sup> Reported in N. O. and Alex. R. P. O.; both R. P. O.'s using same track between New Orleans and Vermillionville, La.

<sup>3</sup> Balance of route covered by Texarkana and El Paso R. P. O., 794.47 miles.

<sup>5</sup> Balance of route covered by closed-pouch service between Newport and Derby line, 9.72 miles (see Table C').

One clerk detailed as transfer clerk, White River Junction, Vt.

<sup>6</sup> Balance of route covered by St. Albans and Boston R. P. O., 96 miles.

<sup>8</sup> Reserve cars.

<sup>7</sup> Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.

<sup>9</sup> Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.

<sup>2</sup> Clerk on this line appointed to Newton and Caldwell R. P. O., which see.

<sup>10</sup> 43 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.

<sup>11</sup> One clerk on this line assigned to Newton and Arkansas City R. P. O., which is operated in connection with Newton and Caldwell R. P. O.

<sup>12</sup> The total equipment of this line is as follows: 24 cars, 60 feet by 9 feet; 6 cars, 50 feet by 9 feet; 8 cars, 49 feet 5 inches by 9 feet; 1 car, 41 feet 4 inches by 9 feet; 1 car, 40 feet by 9 feet. Six of these cars are held in reserve. The figures in the body of the report show the number and dimensions of cars upon each train upon each contract route.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars of cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for, in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
		3	20	2	24	7	104,646						
	July 1, 1882	3	18	2	28	7	82,599	3 1	22 7 14 0	9 1 9 0	5	1	5
	Jan. 1, 1883	3	21	2	26	7	77,555						
	Jan. 1, 1883	401	18	402	21	7	125,675						
	Jan. 1, 1883	401	17	402	17	7	114,792	4	20 6	7 2	5	1	5
	July 1, 1881	401	20	402	20	7	29,173						
\$1,316 25	July 1, 1881	4	21.82	3	20.35	6	65,210						
176 62	July 1, 1881	4	11.82	3	24	6	8,138						
329 00	July 1, 1881	4	24	3	17.32	6	15,769	1 1	21 2 22 8	6 9 6 11	4	2	9 <sup>a</sup>
300 25	July 1, 1881	4	24	3	26.17	6	15,036	1 <sup>a</sup> 1 <sup>a</sup>	20 8 21 8	6 10 6 4			
128 50		4	30	3	21.42	6	6,435						
661 75	July 1, 1881	4	22.21	3	24.58	6	33,140						
	July 1, 1882	83	19.50	84	19.50	6	49,179	1	13 8	9 1	1	1	( <sup>9</sup> )
		83	18	84	18	6	24,395						
	July 1, 1882	83	18	84	18	6	26,368	1	13 5	9 4	1	1	2 <sup>11</sup>
	Aug. 6, 1883	2	13	1	13	6	49,204	1	12 0	7 5	2	1	2
	July 1, 1880	2	14	1	14	6	18,905	1	11 8	6 8			
								( <sup>12</sup> )					304 <sup>12</sup>
95,535 00	Jan. 9, 1882	21 23	32.37 31.65	14 2	31.58 31.58	7 6	211,914 181,227	4 <sup>14</sup> 1 2 2 1 1 1 1	60 0 60 0 60 0 60 0 50 0 49 5 60 0 50 0	9 0 9 0 9 0 9 0 9 0 9 0 9 0 9 0	4 4 4	6 <sup>15</sup> 4 <sup>15</sup> 11 <sup>15</sup>	.....

<sup>13</sup> Clerks are detailed as follows: 1 as chief clerk, Grand Central Depot, New York; 1 as chief clerk, Chicago, Ill.; 1 in office of chief clerk R. M. S., Syracuse, N. Y.; 1 as transfer clerk at Buffalo, N. Y.; 3 as transfer clerks at Cleveland, Ohio; 3 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 2 as clerks in the R. M. S. supply room, Cleveland, Ohio; 2 to R. M. S. printing office, Cleveland, Ohio; 1 to Toledo and Allegan R. P. O.; 7 to the office of superintendent R. M.

S., Cleveland, Ohio; 6 to Cleveland and Toledo R. P. O.; 6 to Toledo and Chicago R. P. O., and 1 to office of General Superintendent Railway Mail-Service, Washington, D. C.

<sup>14</sup> 2 cars on each train.

<sup>15</sup> 2 clerks assigned as helpers on train 21 outward between New York and Schenectady, N. Y., 159.50 miles. 8 clerks assigned as helpers on train 7, outward, and train 2, inward, between Albany and Syracuse, N. Y., 147.50 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Middle Division—Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. Cent. and H. Riv.).	6011 (part)	152.50	84,498	\$155,533 05
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.)	6052 <sup>3</sup> (part)	183.76	65,821	196,795 00
West Division—Cleveland, Ohio, and Chicago, Ill.	9	356.89 <sup>4</sup>	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	6052 <sup>3</sup>	356.52	65,821	246,629 73
			Elyria, Millbury, Ohio (L. S. and M. S.).	21007 <sup>5</sup>	74.86	34,928	36,739 04
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21045 <sup>6</sup>	134.48	32,412	62,259 13
New York, N. Y., Dover, N. J., and Easton, Pa. <sup>10</sup>	2	86.30	Hoboken, N. J., Easton, Pa. (M. and E. Div. Del. Lack and W.).	7013	84.24	1,881	10,371 62
<i>New York and Dunkirk, N. Y.</i>	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and West.)	6001	459.55	9,212	103,339 00
<i>New York and Elmira, N. Y.</i> <sup>10</sup>	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and West.).	6001	( <sup>70</sup> )	.....	( <sup>70</sup> )
			Waverly, N. Y., Easton, Pa. (Lehigh Val.).	8010	205.57	3,029	20,353 34
			Metuchen, N. J., Easton, Pa. (N. J. Div. Lehigh Val.).	7018	54.00	1,166	4,986 36
			New York, N. Y., Metuchen, N. J. (N. Y. Div. Penna.).	7004	( <sup>72</sup> )	.....	( <sup>72</sup> )

<sup>1</sup> Two cars on each train.<sup>2</sup> 2 clerks assigned as helpers on train 7, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 2 clerks assigned as helpers on train 3, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 4 clerks assigned as helpers on train 21, outward, and train 14, inward, between Utica and Buffalo, N. Y., 208.50 miles. 2 clerks assigned as helpers on train 1, outward, and train 8, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles.

Routes 6052, 21007, and 21045 constitute the main lines of the Lake Shore and Michigan Southern Railway between Buffalo, N. Y., and Chicago, Ill.

<sup>4</sup> Shown on route 6011, middle division.<sup>5</sup> This is the distance by route 6052: The distance from Cleveland, Ohio, to Chicago, Ill., via route 6052, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 6052 to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; and thence over route 6052, to Chicago, Ill., is 341.97 miles.<sup>6</sup> 2 clerks assigned as helpers on train 1, outward, and train 2, inward, between Cleveland and Toledo, Ohio, 113.37 miles.<sup>7</sup> The opposite train (12) runs inward on route 6052, from Millbury to Elyria, Ohio, 78.77 miles.<sup>8</sup> 7 trips outward.<sup>9</sup> 7 trips inward.<sup>10</sup> Shown on route 6052, west division.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$50,325 00	Jan. 9, 1882	21	24.94	14	33.25	7	111,630	4 <sup>1</sup>	60 0	9 0	4	3	
		23 & 3	24.94			6	95,465	1	60 0	9 0	4	3	
		7	35 21	2	33.25			2	60 0	9 0			
				22	31.50	7	111,630	1	50 0	9 0	4	7	
								1	49 5	9 0			
								1	60 0	9 0			
60,640 80	Mar. 9, 1884	1	37.29			7	134,512	1	60 0	9 0	(4)		
		3	29.67	14	35.41	6	115,033	4 <sup>1</sup>	60 0	9 0	(4)		
		7	39.21	2	35.09			2	60 0	9 0			
				8	31.82	7	134,512	1	50 0	9 0	(1)		
								1	49 5	9 0			
								1	60 0	9 0			
								1	50 0	9 0			
79,344 20	Mar. 9, 1884	1	33.58	12	22.63	7	190,076	2	60 0	9 0	4	5	
		3	25.94	2	26.61	6	98,910	4 <sup>1</sup>	60 0	9 0	4	6	
		7	32.90					2	60 0	9 0			
				8	26.40	7	190,076	1	50 0	9 0	4	8	
								1	49 5	9 0			
								1	60 0	9 0			
								1	50 0	9 0			
10,480 40	Mar. 9, 1884	1	33.58	(7)	(8)	(9)	27,348	1	60 0	9 0	(10)		
				8	26.40	(9)	27,348	1	60 0	9 0			
								1	50 0	9 0			
								1	49 5	9 0			
25,526 50	Mar. 9, 1884	3	25.94	(11)	(12)	(13)	23,431	2	60 0	9 0			
		1	33.58	(10)	(14)	(15)	49,172	1	60 0	9 0			
		3	25.94	2	26.61	6	84,163	4 <sup>1</sup>	60 0	9 0	(10)		
		(14)		8	26.40	(9)	49,172	1	60 0	9 0			
								1	50 0	9 0			
								1	49 5	9 0			
.....	July 1, 1881	13	23	14	23	6	54,024	1	12 9	8 11	2	1	2
								1 <sup>16</sup>	12 0	8 4			
31,662 00	July 1, 1881	9	26	8	32	176	207,047	2	50 0	9 0	4	3	41
		3	26	2	26	7	337,730	3	50 0	9 0	4 <sup>18</sup>	3	
								2 <sup>16</sup>	50 0	9 0	2 <sup>18</sup>	2	
		2	39	7	27	0	10,996	2	20 0	8 3	4	1	7
								6 <sup>21</sup>	20 0	8 3			
.....	July 1, 1881	2	28	7	23	6	120,802	(22)			(22)		
.....	Aug. 1, 1882	2	43	7	31	6	33,771	(22)			(22)		
.....		2	37	7	29	6	16,572	(22)			(22)		

<sup>11</sup> The opposite train (2) runs inward from Millbury to Elyria, Ohio, on route 6052, 78.77 miles.

<sup>12</sup> 6 trips outward.

<sup>13</sup> The opposite train (12) runs inward on route 6052, from Elkhart, Ind., to Toledo, Ohio, 142.80 miles.

<sup>14</sup> The opposite train (7) runs outward on route 6052, from Cleveland, Ohio, to Chicago, Ill., 356.89 miles.

<sup>15</sup> See New York and Hackettstown R. P. O. (short run). Relieves New York and Hackettstown clerk every third week.

<sup>16</sup> Reserve cars.

<sup>17</sup> Crews on trains 9 and 8 perform service between New York and Hornellville (332.63 miles) daily, except Sunday. Crews on 3 and 2 perform service daily.

<sup>18</sup> Three clerks between New York and Hornella-

ville, and 2 clerks between Hornellville and Dunkirk; 1 clerk on Port Jervis and New York R. P. O.; 4 helpers, Susquehanna to Hornellville; 2 helpers, Hornellville to Salamanca; 1 chief clerk at Buffalo, N. Y.; 3 clerks office aupt., 2d division; 1 transfer clerk at Binghamton, N. Y.; 1 transfer clerk at Elmira, N. Y.

<sup>19</sup> Formerly Easton and Elmira R. P. O., increase 80.20 miles; 1 helper runs from Elmira to Lacyville and return; 1 clerk (short run), Elmira and Wilkes Barre R. P. O.; 1 clerk to transfer duty at Easton, Pa.

<sup>20</sup> 17.55 miles covered by New York and Dunkirk R. P. O.

<sup>21</sup> In reserve.

<sup>22</sup> Cars and clerks shown on route 6001.

<sup>23</sup> 26.20 miles covered by New York and Washington R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
New York, N. Y., and Hackettstown, N. J.	2	62.79	New York, N. Y., Hackettstown, N. J. (Del., Lack. and West., M. and E. Div.).	7013	( <sup>1</sup> )	Pounds.	( <sup>1</sup> )
New York, N. Y., and Philadelphia, Pa. <sup>3</sup>	2	91.82	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	( <sup>2</sup> )	.....	( <sup>2</sup> )
New York, N. Y., and Pittsburgh, Pa.	2	443.20	New York, N. Y., Philadelphia, Pa. (Penn. R. R.).	7004	( <sup>2</sup> )	.....	( <sup>2</sup> )
			Philadelphia, Pittsburgh, Pa. (Penn. R. R.).	8001	353.00	70,219	\$351,616 24
New York, N. Y., and Point Pleasant, N. J. <sup>12</sup>	2	60.64	New York, N. Y., Elizabethport, N. J. (Central of N. J.).	7001	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Elizabethport, Point Pleasant, N. J. (L. B. Div., Central of N. J.).	7003	50.00	1,786	5,942 50
New York, N. Y., Somerville, N. J., and Easton, Pa. <sup>17</sup>	2	75.09	New York, N. Y., Easton, Pa. (Cent. of N. J.).	7001	74.00	2,611	10,123 20
New York, N. Y., and Washington, D. C.	2	227.90	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penna.).	7004	89.54	118,350	123,715 62
			Philadelphia, Pa., Baltimore, Md. (Phila., Wil. and Balto.).	10001	96.00	41,114	53,134 56
			Baltimore, Md., Washington, D. C. (Balto. and Pot.).	10013	45.20	41,046	25,119 90
Nineveh, N. Y., and Carbondale, Pa. <sup>22</sup>	2	57.38	Nineveh, N. Y., Jefferson Junction, Pa. (Penn. Div., Del. and Hud. Canal Co.).	6031	21.70	237	964 78
			Jefferson Junction, Carbondale, Pa. (Jefferson Beh. N. Y., L. E. and West.).	8064 (part)	35.64	198	1,525 61
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr., (Om., Nio. and Bl'k Hills).	34012	50.74	233	2,225 90
Norfolk, Va., and Edenton, N. C.	3	75.25	Norfolk, Va., Edenton, N. C.	11026	74.05	504	36,374 98
Norfolk and Lynchburgh, Va.	3	205.21	Norfolk, Petersburg, Va. (N. and W.).	11011	82.14	1,413	8,427 56
			Petersburgh, Lynchburgh, Va. (N. and W.).	11012	123.79	367	6,668 56

<sup>1</sup> 60.20 miles covered by New York, Dover and Easton R. P. O. (long run).<sup>2</sup> Part of New York and Pittsburgh R. P. O.<sup>3</sup> 89.54 miles covered by New York and Washington R. P. O.<sup>4</sup> Service performed in New York and Washington R. P. O. car on train 15.<sup>5</sup> Relieves clerk on 99 and 34 every third week.<sup>6</sup> 1 reserve car.<sup>7</sup> The total equipment of this line is as follows: 18 cars 60 ft. by 8.7; 3 cars 40 ft. by 8.7, and 1 car 15 ft. by 8.7; 8 cars 60 ft. by 8.7 and 2 cars 40 ft. by 8.7 are held in reserve. The figures in the body of the report show the

number of cars on each train. 3.40 ft. and 1.40 ft. cars deadhead east.

<sup>8</sup> 1 chief clerk at Harrisburg, Pa.; 1 clerk detailed to office General Superintendent, Washington, D. C.; 2 clerks in chief clerk's office; 2 clerks in division superintendent's office; 1 clerk in dormitory at Harrisburg; 1 helper on 7 (3d section), 4, and 8; 6 clerks detailed to transfer duty at Philadelphia, Pa.; 3 clerks detailed to transfer duty at Harrisburg, Pa.; 3 clerks detailed to transfer duty at Pittsburgh, Pa.<sup>9</sup> Train 27 becomes train 13 west of Philadelphia.<sup>10</sup> Shown on route 7004.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.					
		17	23	22	21	6	39,307	1	Ft. 12	In. 0	8	10	1	1	1
		15	27	14	39	6	57,572	41	15	3	8	7 1/2	2	1	3
		99	28	34	36	6	57,571	42	15	3	8	7 1/2	1	1	
29,100 50		27	39			7	65,587	72	60	0	8	7	6	7	*132
		7	32	8	35	7	65,587	1	60	0	8	7	6	4	
		7, 3d sec.	36	10	37	7	65,587	1	60	0	8	7	6	7	
				4	31	6 1/2	60,839	1	40	0	8	7			
				4	31	7	258,835	1	60	0	8	7			
97,075 00	July 1, 1881	13	26	8	33	7	258,835	(16)					(16)		
		7	32	10	31	7	258,835								
		7, 3d sec.	34	4	31	6 1/2	240,095								
		13	23			3	34,438	1	15	0	8	7	2	1	
						3	42,058	1	6	0	8	7	2	1	
		302	21	315	21	6	6,806	1	14	0	7	0	1	1	144
		306	20	319	23	6	6,806	1	14	0	7	0	1	1	
	July 1, 1881	318	22	307	23	6	6,806	1	12	7	7	0	1	1	
		302	25	315	29	6	31,155	(16)					(16)		
		306	24	319	26	6	31,155								
	July 1, 1881	319	26	307	27	6	31,155								
		2	29	11	24	6	47,007	1	15	0	7	0	1	1	3
		14	26	17	26	6	47,007	1	15	0	7	0	1	1	
8,954 00	July 1, 1881	27	39	62	33	6 1/2	60,852	2	60	0			4	3	163
		15	28	40	32	6 1/2	60,852	2	60	0			4	2	
		23	28	58	29	7	65,587	2	60	0			4	5	
								201	60	0			4		
9,600 00	July 1, 1881	27	39	62	39	6 1/2	65,000	(21)					(21)		
		15	25	40	31	6 1/2	65,000								
		23	25	58	28	7	70,032								
4,520 00	July 1, 1881	27	41	62	33	6 1/2	28,892	(21)					(21)		
		15	31	40	31	6 1/2	28,892								
		23	28	58	29	7	81,163								
	July 1, 1881	2	29	1	28	6	13,577	1	9	0	6	6	1	1	1
	July 1, 1881	2	21	1	21	6	22,343	(24)					(24)		
	July 1, 1881	42	15	41	14	6	31,700	1	18	0	9	0	1	1	1
	Dec. 20, 1881	1	18.34	2	21.66	6	47,106	2	11	11	6	7	2	1	2
	July 1, 1881	3	27.04	4	28.70	7	59,780	2	18	10	8	8	4	1	4
	July 1, 1881	3	27.52	4	25.97	7	90,013	1	20	0	8	8			

<sup>11</sup> Altoona to Pittsburgh, returning as helpers on N. Y. and Pitta. R. P. O. train.<sup>12</sup> Altoona to Harrisburg, returning as helpers on N. Y. and Pitta. R. P. O. train.<sup>13</sup> Triple daily service, Sunday excepted.<sup>14</sup> 10.50 miles covered by New York, Somerville and Easton R. P. O.<sup>15</sup> 1 helper, New York to Point Pleasant and return on trains 302 and 307.<sup>16</sup> Cars and clerks shown on route 7001.<sup>17</sup> Double daily service, Sunday excepted.<sup>18</sup> Relieve clerk on trains 14 and 17 every third week.<sup>19</sup> 2 helpers, New York to Philadelphia (fast mail); 2 helpers, New York to Havre de Grace (day

line): 1 chief clerk at New York, N. Y.; 1 chief clerk (chief examiner) at New York, N. Y.; 1 clerk in charge of dispatch of early newspapers, New York, N. Y.; 5 clerks office supt., New York, N. Y.; 4 clerks office Gen. Supt., Washington, D. C.; 7 clerks transfer duty Jersey City, N. J.

<sup>20</sup> Reserve car.<sup>21</sup> Cars and clerks shown on route 7004.<sup>22</sup> Clerk records arrival and departure at Nineveh by slips.<sup>23</sup> Balance of route (3.50 miles) covered by closed-pouch service. (See Table Cc.)<sup>24</sup> Car and clerk shown on route 6031.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Norfolk, Va., and Raleigh, N. C.	3	179.00	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke). Raleigh, Weldon, N. C. (Raleigh and Gaston).	11015 13001	79.31 97.63	598 701	\$5,357 39 7,095 74
Norfolk, Newport News, and Richmond, Va. <sup>2</sup>	3	91.32	Norfolk, Richmond, Va. (C. & O.).	11005 <sup>a</sup> (part)	75.50	1,251	8,004 51
North Adams and Pittsfield, Mass.	1	21.43	North Adams, Pittsfield, Mass. (Bos. and Albany).	3029	21.18	388	1,177 18
North Anson and Lewiston, Me. <sup>3</sup>	1	67.85	North Anson, Oakland, Me. (Somerset). Oakland, Lewiston, Me. (M. Cen.).	18 5 <sup>d</sup> (part)	25.77 ( <sup>d</sup> )	321 -----	1,432 29 ( <sup>d</sup> )
North Conway and Portsmouth, N. H.	1	82.09	North Conway, Conway Junction (n. o.), N. H. (Eastern). Conway Junction (n. o.), Portsmouth, N. H. (Eastern).	1014 3001 <sup>e</sup> (part)	71.09 ( <sup>e</sup> )	959 -----	5,896 20 ( <sup>e</sup> )
North Creek and Saratoga, N. Y. <sup>10</sup>	2	58.25	North Creek, Saratoga Springs, N. Y. (Adirondack).	6095	57.96	714	4,212 53
North Jndson, Ind., and Streator, Ill. <sup>11</sup>	6	110.20	North Jndson, Ind., Streator, Ill. (Ind., Ill., and Iowa).	23082	110.50	459	6,708 45
North Loup and Grand Island, Nebr.	6	50.03	North Loup, Grand Island, Nebr. (Om. and Rep. Vall.).	34015	50.09	288	2,441 38
Northville and Fonda, N. Y. <sup>12</sup>	2	26.79	Northville, Fonda, N. Y. (Fonda, John. and G.).	6081	26.92	693	1,933 39
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junction, N. Y. (Rome, Wat. and Ogd.). De Kalb Junction, Rome, N. Y. (Rome, Wat. and Ogd.).	6110 6036 <sup>14</sup> (part)	24.61 122.11	1,861 1,861	1,346 65 14,930 39
Nyack and New York, N. Y. <sup>15</sup>	2	30.35	Nyack, New York N. Y. (North'n. of N. J.).	7017	28.45	454	1,727 19
Ogdensburg and Utica, N. Y.	2	134.78	Ogdensburg, Carthage, N. Y. (Utica and Bl'k River). Carthage, Utica, N. Y. (Utica and Bl'k River).	6088 6087	60.77 ( <sup>14</sup> )	1,194 -----	5,663 76 ( <sup>14</sup> )
Ogden and Salt Lake, Utah	8	38.73	Ogden, Salt Lake, Utah. (Utah Central).	41001 <sup>16</sup> (part)	37.50	861	2,982 00
Ogden, Utah, and San Francisco, Cal.	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific).	41006	834.03	29,605	284,562 65
Oil City, Pa., and Ashtabula, Ohio. <sup>17</sup>	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	8045	87.56	446	5,240 46
Omaha, Nebr., and Atchison, Kans.	7	166.33	Omaha, Nebr., Atchison, Kans. (Mo. Pac.).	33040	165.33	534	10,743 14

In reserve.

12 miles of this service (Norfolk to Newport News) performed by steamboat.

<sup>2</sup> See Richmond and Clifton Forge R. P. O. and Clifton Forge and Huntington R. P. O.<sup>3</sup> 1 clerk detailed as transfer clerk, Brunswick, Me.<sup>4</sup> Balance of route covered by Skowhegan and Portland R. P. O. 60.41 miles.<sup>5</sup> Covered by Skowhegan and Portland R. P. O., 42.15 miles.<sup>6</sup> Shown in column No. 13, Skowhegan and Portland R. P. O.; this clerk runs from Oakland

to Lewiston as assistant to Skowhegan and Portland R. P. O. clerk.

<sup>7</sup> The cars used by this R. P. O. are also used by the Bangor and Boston R. P. O. (short run).<sup>8</sup> Balance of route covered by Bangor and Boston R. P. O., 98.58 miles.<sup>9</sup> Covered by Bangor and Boston R. P. O., 10.50 miles.<sup>10</sup> Clerk records arrival and departure at North Creek by slips.<sup>11</sup> This line was reported last year as Moinence and Dwight, Ill., R. P. O.; increased distance run this year, 66.76 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	2	Miles. 16.77	1	Miles. 29.66	6	50,994	2	Ft. In. 12 3 11 8	Ft. In. 8 6 8 8	3	1	3
	July 1, 1880						61,060	11	10 0	9 2			
	July 1, 1881	1	31.91	6	32.78	6	57,166	1	21 8	8 9	1	1	1
\$211 80	July 1, 1881	1	25.12	6	25.12	6	13,415	1	9 6	6 0	1	1	1
	July 1, 1881	2	25.12	12	25.12	6	13,415						
	July 1, 1881	2	14.28	1	18.28	6	15,963	1	17 0	7 0	1	1	2
		12	( <sup>6</sup> )	13	( <sup>6</sup> )	6	26,511						
	July 1, 1881	44	21.84	203	21.84	6	44,815	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	2	1	2
		44	25.20	203	21.00	6	6,573						
	July 1, 1881	6	21	1	20	6	36,475	1	13 5	5 7	1	1	1
	Mar. 19, 1884	1	18	2	18	6	68,985	1	17 0	9 1	2	1	2
	Apr. 16, 1883	58	21	57	21	6	31,319	1	12 0	6 6 9 4	1	1	1
	July 1, 1881	1	20	2	20	6	16,771	1	9 7	7 0	1	1	1
	July 1, 1881	5	17	6	20	6	16,771	1	13 9	8 7	( <sup>15</sup> )		
	July 1, 1881	6	19	1	21	6	15,240	1	24 6	7 2	2	1	13
	July 1, 1881	6	22	1	22	6	76,733	( <sup>19</sup> )			( <sup>19</sup> )		
	July 1, 1881	130	20	133	18	6	19,000	1	9 0	7 0	1	1	1
		144	18	141	20	6	19,000	1	9 6	6 9	( <sup>21</sup> )		
	July 1, 1881	3	25	2	21	6	18,844	2	19 6	7 6	3	1	24
		3	21	2	21	6	23,207	( <sup>25</sup> )			( <sup>25</sup> )		
	July 1, 1881	1	29.42	2	29.42	7	28,349	2	14 2	8 8	1	1	1
41,701 50	July 1, 1881	3	29.42	4	29.42	7	28,349						
	July 1, 1881	2	23.29	1	22.22	7	610,963	27	55 12	9 52	10	2	31
	July 1, 1881	1	22.09	2	19.69	6	55,150	2	12 0	6 0	2	1	2
	July 1, 1883	3	22	4	21	6	104,123	2	20 6	7 5	3	1	3

<sup>12</sup> Reserve.<sup>13</sup> Double daily service, except Sunday.<sup>14</sup> Reserve car.<sup>15</sup> Car and clerk shown on trains 1 and 2.<sup>16</sup> Part baggage-car.<sup>17</sup> 1 clerk helper between Rome and Watertown.<sup>18</sup> Balance of route (19.88 miles) covered by closed-pouch service. (See Table C.)<sup>19</sup> Cars and clerks shown on route 6110.<sup>20</sup> Double daily service, Sunday excepted, taking up and discontinuing Spring Valley and New York R. P. O. April 28, 1884.<sup>21</sup> Car and clerk shown on trains 130 and 133.<sup>22</sup> 1 reserve car.<sup>23</sup> 1 helper. Utica to Castorland and return.<sup>24</sup> 74.34 miles covered by Watertown and Utica R. P. O. (short run).<sup>25</sup> Cars and clerks shown on route 6088.<sup>26</sup> Balance of route shown on Salt Lake and Juah.<sup>27</sup> 1 chief clerk; 6 clerks detailed to office of superintendent; 3 helpers; 1 transfer clerk.<sup>28</sup> In connection with Ashtabula and Youngstown R. P. O. given double service between Andover and Ashtabula, Ohio (24.50 miles), daily, except Sunday.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
<i>Omaha, Nebr., and Denver, Colo.</i>	6	570.18	Union Pacific Transfer, Iowa, Denver Junction, Colo. (Union Pac.).	34001 (part)	( <sup>1</sup> )	.....	( <sup>1</sup> )
			Denver Junction (n. o.), La Salle (n. o.), Colo. (Union Pac.).	38017	151.16	1,983	\$19,257 78
			La Salle (n. o.), Denver, Colo. (Union Pac.).	38007 (part)	( <sup>4</sup> )	.....	( <sup>4</sup> )
<i>Omaha and McCook, Nebr.<sup>b</sup></i>	6	325.10	Omaha, Oreopolis Junction Nebr. (Bur. and Mo. Riv. in Nebr.).	34004	18.60	2,617	2,270 88
			Oreopolis Junction, Hastings, Nebr. (Bur. and Mo. Riv. in Nebr.).	34002 <sup>c</sup> (part)	147.50	3,964	22,942 47
			Hastings, McCook, Nebr. (Bur. and Mo. Riv. in Nebr.).	34009 <sup>c</sup> (part)	160.48	495	10,153 57
<i>Omaha, Nebr., and Ogden, Utah.</i>	6	1,035.30	Union Pacific Transfer, Iowa, Ogden City, Utah (Union Pac.).	34001	1,034.08	29,665	449,142 30
<i>Omaha and Stromsburgh, Nebr.</i>	6	126.59	Omaha, Valley, Nebr. (Union Pac.).	34001 (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
			Valley, Stromsburgh, Nebr. (Union Pac.).	34008	90.86	341	5,437 97
<i>Oneida and New York, N. Y.<sup>14</sup></i>	2	275.40	Oneida, Cornwall's Station, N. Y. (New York, Ont. and W.).	6048 (part)	<sup>15</sup> 216.32	466	11,821 37
			Cornwall's Station, New York, N. Y. (N. Y., West Sh. and Buff.).	6129	( <sup>17</sup> )	.....	( <sup>17</sup> )
<i>Ore Hill and Fayetteville, N. C.</i>	3	46.96	Gulf, Fayetteville, N. C. (C., F. and Y. V.).	13011 (part)	<sup>18</sup> 48.96	161	1,925 03
<i>Oshkosh and Milwaukee, Wis.</i>	6	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. Paul).	25008	20.99	513	1,346 08
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. Paul).	2500 <sup>21</sup> (part)	84.40	1,425	8,732 02
<i>Oswego and Binghamton, N. Y.<sup>22</sup></i>	2	115.30	Oswego, Syracuse, N. Y. (O. and S. Div., Del., Lack. and West.).	6064	35.60	1,223	3,378 79
			Syracuse, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	80.31	959	6,600 91
<i>Oswego and Oneida, N. Y.<sup>23</sup></i>	2	58.33	Oswego, Oneida, N. Y. (N. Y., Ont. and West.).	6048 <sup>24</sup> (part)	57.40	466	3,533 54
<i>Oswego and Suspension Bridge, N. Y.</i>	2	151.20	Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West Div.).	6038	( <sup>27</sup> )	.....	( <sup>27</sup> )
			Lewiston, Suspension Bridge, N. Y. (N. Y. C. and H. R., West Div.).	6016 <sup>28</sup> (part)	4.75	1,159	434 58
<i>Owensboro' and Russellville, Ky.<sup>21</sup></i>	5	73.12	Owensboro', Adairville, Ky. (Owens and Nash.).	20014 <sup>29</sup> (part)	76.99	473	4,300 65
<i>Paducah, Ky., and Memphis, Tenn.<sup>30</sup></i>	5	167.61	Paducah, Ky., Memphis, Tenn., (Ches., Ohio and S. West.).	20009	165.59	550	10,038 87

Distance (374.42 miles) covered by Omaha, Nebr., and Ogden City, Utah. R. P. O.

<sup>3</sup> Two cars in reserve.

Four helpers between Omaha, Nebr., and Denver Junction, Colo., 374 miles.

<sup>4</sup> Distance (46.20 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.

<sup>6</sup> This line was reported last year as Omaha and Hastings, Nebr., R. P. O., and Hastings and Culbertson, Nebr., R. P. O. These consolidated and curtailed to end at McCook, Nebr., from present line.

One car in reserve.

Balance of route covered by Hastings and Kearney, Nebr., R. P. O. (39 miles), and between Plattsmouth and Oreopolis Junction, Nebr. 4.61 miles), by closed pouches. See Table C<sup>3</sup>.

<sup>a</sup> Reserve.

<sup>b</sup> Balance of route (255.40 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.

<sup>10</sup> Omaha to Cheyenne.

<sup>11</sup> Two helpers between Omaha and Kearney, 195 miles. These helpers run west on Omaha, Nebr., and Denver, Colo., R. P. O., and east on this line. One clerk detailed as chief clerk, Railway Mail Service, at Omaha, Nebr.; one clerk detailed to transfer duty at Omaha, Nebr.

<sup>12</sup> Omaha to Ogden.

<sup>13</sup> Distance (35.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

<sup>14</sup> Formerly Oswego and Norwich R. P. O. and Norwich and Middletown R. P. O. By extension to Cornwall's Station, increase 24.79 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$9,360 50	.....	5	25	4	24	7							
3,779 00	Jan. 2, 1882	3	31	4	31	7	417,372	25 1	50 60	9 0	9 0	3 0	6 1 10
1,155 00	.....	3	31	4	31								
415 00	Apr. 1, 1884	1	20	2	20	7							
3,687 50	Apr. 1, 1884	1	19	2	24	7	237,973	23 2	39 35	2 8	9 0	0 0	4 2 8
4,012 00	July 1, 1882	1	27	2	28	7							
51,704 00	July 1, 1882	1	23	2	22	7	757,840	6	60	0	9	0	10 6 3 11 31, 12 9 1
.....	.....	15	21	16	22	6							
.....	Aug. 16, 1881	15	15	16	15	6	79,245	2	12	0	6	6	2 1 2
.....	July 1, 1881	2	24	1	24	6	135,737	2 16 2	12	6	7	3	4 1 4
.....	.....	2	27	1	26	6	36,664	(18)					(18)
.....	July 1, 1880	2	10.60	1	10.54	6	29,397	1 1	10 11	10 10	5 5	10 10	1 1 1
.....	July 1, 1883	2	21	1	21	6	13,140	1	21	4	9	4	1 1 20 2
.....	July 1, 1883	2	24	1	25	6	52,527	21	23	0	9	3	
.....	July 1, 1881	4	28	1	28	6	22,160	2	15	7	7	4	3 1
.....	.....	6	30	5	30	6	22,160	22 1	18	0	6	0	
.....	July 1, 1881	4	34	1	26	6	50,018						
.....	.....	6	24	5	23	6	50,018	(24)					(24)
.....	July 1, 1881	6	27	5	25	6	36,525	1 22 1	12 13	6 2	7 4	6 4	1 1 1
.....	.....	104	24	117	24	6	91,745	1	9	0	7	0	1 (20)
.....	July 1, 1881	104	24	117	22	6	2,907	(20)					(20)
.....	Jan. 1, 1884	1	17.80	2	18.39	7	41,232	1	8	0	7	8	2 1 2
.....	Oct. 1, 1882	7	19.83	8	20.19	7	122,690	(24)	(24)				3 1 3

<sup>18</sup> Balance of route, 57.40 miles, covered by Oswego and Oneida R. P. O.<sup>19</sup> Reserve cars.<sup>17</sup> 58.41 miles covered by Albany, Kingston and New York R. P. O.<sup>18</sup> Cars and clerks shown on route 6048.<sup>19</sup> See Table C<sup>2</sup>. Gulf to Greensborough, N. C.<sup>20</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>21</sup> Balance of route, Ripon to Berlin, Wis. (13.08 miles), covered by closed pouches. See Table C<sup>2</sup>.<sup>22</sup> Double service six times per week.<sup>23</sup> Reserve car.<sup>24</sup> Cars and clerks shown on route 6064.<sup>25</sup> Formerly part of Oswego and Norwich R. P. O. (Discontinued.)<sup>26</sup> 216.32 miles covered by Oneida and New York R. P. O.<sup>27</sup> 146.32 miles covered by Richland and Niagara Falls R. P. O. (long run).<sup>28</sup> Clerk shown in Richland and Niagara Falls R. P. O.<sup>29</sup> Balance of route covered by Suspension Bridge and Buffalo R. P. O., 24.25 miles.<sup>30</sup> Car shown on route 6038.<sup>31</sup> Formerly Owensboro' and Ricedale R. P. O.; extended January 1, 1881, to Russellville; increased distance, 33.40 miles.<sup>32</sup> Closed pouches between Russellville and Adairsville.<sup>33</sup> See Louisville and Paducah R. P. O. for remainder of this route.<sup>34</sup> See Louisville and Paducah R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Painesville and Youngstown, Ohio.	5	62.11	Painesville, Youngstown, O. (Paines. and Youngs.).	21046	61.69	186	\$2,637 24
Palestine and Laredo, Tex. <sup>1</sup>	7	418.25	Palestine, Laredo, Tex. (I. and G. N.).	31007	414.54	2,143	53,873 61
Palestine and San Antonio, Tex. <sup>2</sup>	7						
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (New Lon. North n.).	5009	65.47	791	4,982 26
Parkersburg, W. Va., and Cincinnati, Ohio.	5	196.05	Parkersburg, W. Va., Cincinnati, Ohio (C., W. & B.).	21028	( <sup>6</sup> )	( <sup>6</sup> )	( <sup>6</sup> )
Penn Haven and Mount Carmel, Pa.	2	47.25	Penn Haven Junction, Mount Carmel, Pa. (Mahany Div. Lehigh Val.).	8011 <sup>7</sup>	47.25	225	2,100 74
Pentwater and Muskegon, Mich.	9	44.99	Pentwater, Muskegon, Mich. (Chi. and West Mich.).	24021 <sup>8</sup>	44.99	1,264	4,346 94
Peoria, Ill., and Evansville, Ind.	6	260.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.93	383	13,946 68
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Galesburgh, Ill. (Chi., Burl. and Q'cy).	23009	53.23	1,222	5,052 05
Peoria and Jacksonville, Ill.	6	84.50	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).	23038	84.52	682	6,070 22
Peoria and Keithsburg, Ill.	6	92.70	Peoria, Keithsburg, Ill. (Central Iowa).	23068	92.05	275	2,391 12
Peterboro', N. H., and Worcester, Mass.	1	53.80	Peterboro', N. H., Winchendon, Mass. (Cheashire).	3058	16.62	256	767 34
			Winchendon, Worcester, Mass. (Boa., Barre and Gard.).	3057	37.92	356	2,982 78
Phalanx Station and Alliance, Ohio.	5	25.17	Phalanx Station, Alliance, Ohio (Cleve., Youngs. and Pitts.).	21067	25.17	106	1,076 01
Philadelphia, Pa., and Atlantic City, N. J. <sup>14</sup>	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (Camden and Atlantic).	7015	59.51	814	4,579 29
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Baltimore, Md. (Phil., Wil. & Balto.).	10001	( <sup>15</sup> )	( <sup>15</sup> )	( <sup>15</sup> )
Philadelphia, Pa., and Bridgeton, N. J. <sup>17</sup>	2	39.60	Philadelphia, Pa., Glasborough, N. J. (West Jersey).	7041	( <sup>15</sup> )	( <sup>15</sup> )	( <sup>15</sup> )
			Glasborough, Bridgeton, N. J. (West Jersey).	7051	21.03	753	1,564 42
Philadelphia, Pa., and Cape May, N. J. <sup>14</sup>	2	83.60	Philadelphia, Pa., Cape May, N. J. (West Jersey).	7041	81.15	845	6,383 25
Philadelphia, Pa., and Crisfield, Md.	2	162.75	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.).	10001	( <sup>20</sup> )	( <sup>20</sup> )	( <sup>20</sup> )
			Wilmington, Delmar, Del. (Phil., Wil. and Balto., Del. Div.).	9501	97.02	2,050	12,442 81
			Delmar, Del., Crisfield, Md. (N. Y., Phila. and Norfolk).	9502	38.00	949	3,151 72

<sup>1</sup> This line is divided at San Antonio, Tex., into Palestine and San Antonio R. P. O., 262.72 miles, and San Antonio and Laredo R. P. O., 155.53 miles. Trains 502 and 503 run between Palestine and San Antonio and 501 and 504 between San Antonio and Laredo, Tex.

<sup>2</sup> Held in reserve.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> Reserve car.

<sup>5</sup> Covered Grafton and Cincinnati R. P. O.

<sup>6</sup> See Grafton and Cincinnati R. P. O.

<sup>7</sup> Balance of route, 5.58 miles, covered by closed-pouch service. See Table C.

<sup>8</sup> Clerk records arrival and departure at Hudsonville by slips.

<sup>9</sup> Reserve cars.

<sup>10</sup> Balance of route, 127.69 miles, covered by Big Rapids and Holland, and Grand Rapids and La Crosse R. P. O's.

<sup>11</sup> One clerk detailed to Chicago and Quincy, Ill. R. P. O.

<sup>12</sup> Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1880	2	<i>Miles.</i> 17.74	3	<i>Miles.</i> 18.11	6	38,880	1	<i>Ft. In.</i> 12 0	<i>Ft. In.</i> 6 2	1	1	1
.....	July 1, 1882	503 501	20 17½	502 504	20 17	} 7 {	192,411 113,848	2 2 21	22 2 22 2 21 0	9 2 9 2 9 6	4 3 1	1	7
.....	July 1, 1881	14	24.52	9	25.15	6	40,877	1	10 8	6 5	1	1	1
.....	.....	10	20.60	1	20.15	6	122,727	3	11 4 16 0	6 7 9 3	4 1	1	( <sup>9</sup> )
.....	July 1, 1881	2	22	3	21	6	25,579	1 1 1	18 5 24 6 12 0	8 3 8 2 5 2	1	1	11
.....	Apr. 4, 1883	14	15.80	19	20.30	6	28,163	1	13 0	8 10	1	1	1
.....	July 1, 1883	2	22	1	22	6	156,562	8	19 7	9 1	4	1	4
.....	July 1, 1883	124	26	127	29	6	33,053	1	19 4	8 11	1	1	1
.....	July 1, 1883	301	22	302	20	6	52,897	1	13 6	9 5½	1	1	112
.....	July 1, 1883	1	20	2	19	6	58,030	1 121	10 0 13 5	7 8 7 2	2	1	2
.....	July 1, 1881	33	13.33	3	12.79	6	10,404	1 121	15 0 8 3	6 6 6 10	1	1	1
.....	July 1, 1881	33	20.56	3	19.30	6	23,273	1 1 1	10 8 8 3 7 11	6 6 7 0 6 11	1	1	1
.....	July 1, 1880	2	14.52	1	15.13	6	15,756	1	6 5	5 9	1	1	1
.....	July 1, 1881	25 45	25 27	42 30	25 26	6 6	38,036 38,035	1 1	19 0 13 6	6 8 8 6	1 1	1	2
.....	.....	27	40	24	27	6	61,373	2 41	20 0 20 0	8 0 8 0	2	1	162
.....	.....	61	19	66	21	6	11,560	1	14 9	8 0	1	1	2
.....	.....	63	25	64	27	6	11,560	1	14 9	8 0	1	1	2
.....	July 1, 1881	61	24	66	24	6	13,230	1	14 9	8 0	1	1	2
.....	.....	63	26	64	31	6	13,230	( <sup>18</sup> )	14 9	8 0	( <sup>19</sup> )	1	2
.....	July 1, 1881	5 11	34 28	20 8	33 29	6 6	52,334 52,334	1 1 1 1 1 1 1 1 2 2	14 9 14 9 14 9 9 6 11 0 10 9 8 0 20 0 20 0	8 0 8 0 8 0 6 2 8 4 6 2 6 2 8 0	1 1	1	215
.....	.....	1	25	12	27	6	17,225	2	20 0	8 0	3	1	215
.....	July 1, 1881	1	26	12	26	6	60,870	( <sup>22</sup> )	20 0	8 0	( <sup>22</sup> )	1	215
.....	July 1, 1881	1	14	12	18	6	23,787	( <sup>23</sup> )	.....	.....	( <sup>23</sup> )	1	215

<sup>8</sup> These cars are also used by the Winchendon and Worcester R. P. O. See foot notes that line.

<sup>14</sup> Double daily service, Sundays excepted.

<sup>16</sup> 90 miles covered by New York and Washington R. P. O.

<sup>18</sup> Clerk runs south in New York and Washington R. P. O. Train 27.

<sup>17</sup> Double daily service, Sundays excepted.

<sup>18</sup> 17.04 miles covered by Philadelphia and Cape May R. P. O.

<sup>19</sup> Cars and clerk shown on route 7041.

<sup>20</sup> 26.83 miles covered by New York and Washington R. P. O.

<sup>21</sup> 1 helper, Philadelphia to Clayton and return to Wilmington; 1 clerk on Philadelphia and Dover R. P. O. (short run).

<sup>22</sup> Cars and clerks shown on route 10001.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Philadelphia, Pa., and Dover, Del. <sup>1</sup>	2	75.22.	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.). Wilmington, Dover, Del. (Phil., Wil. and Balto., Del. Div.).	10001	( <sup>2</sup> )	<i>Pounds.</i> .....	( <sup>3</sup> )
Philadelphia and Harrisburg, Pa. <sup>4</sup>	2	106.55	Philadelphia, Harrisburg, Pa. (Penna.).	8001	( <sup>7</sup> )	.....	( <sup>7</sup> )
Philadelphia, Pa., and Port Deposit, Md. <sup>10</sup>	2	68.80	Philadelphia, Wawa, Pa. (Cent. Div. P., W. and B.). Wawa, Pa., Port Deposit, Md. (Cent. Div. P., W. and B.).	8003	( <sup>11</sup> )	.....	( <sup>11</sup> )
Philadelphia and Westchester, Pa. <sup>14</sup>	2	28.50	Philadelphia, West Chester, Pa. (Cent. Div. P., W. and B.).	8003	26.68	1,737	3,102 35
Pierce City, Mo., and Fort Smith, Ark.	7	139.88	Pierce City, Mo., Fort Smith, Ark. (St. L. and S. F.).	28039	139.88	903	11,362 45
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.06	Pierce City, Mo., Vinita, Ind. T. (St. L. and S. F.).	28003	1673.61	4,236	9,415 46
Pine Bluff and Texarkana, Ark. <sup>17</sup>	7	.....	.....	(part)	.....	.....	.....
Pittsburgh, Pa., and Bellaire, Ohio.	5	94.68	Pittsburgh, Pa., Bellaire, Ohio (Penna. Co.).	21003	94.68	1,658	10,685 58
Pittsburgh, Pa., and Chicago, Ill. <sup>18</sup>	5	469.54	Pittsburgh, Pa., Chicago, Ill. (P., F. W. and C.).	21002	468.20	16,420	166,932 02
Pittsburgh, Pa., and Cincinnati, Ohio. <sup>20</sup>	5	313.78	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	( <sup>21</sup> )	.....	( <sup>21</sup> )
Pittsburgh, Pa., and Crestline, Ohio.	5	188.92	Columbus, Cincinnati, Ohio (P., C. and St. L.). Pittsburgh, Pa., Crestline, Ohio (P., F. W. and C.).	21014	120.16	14,608	35,855 74
Pittsburgh and Fairchance, Pa.	2	75.84	Pittsburgh, Pa., Fairchance, Pa. (Penna.). Southwest Junction, Fairchance, Pa., (S. W. P. Div. Penna.).	21002 8001	( <sup>24</sup> ) ( <sup>25</sup> )	.....	( <sup>24</sup> ) ( <sup>25</sup> )
Pittsburgh and Saint Louis. (This line is divided at Indianapolis, Ind.) East Division.	5	381.00	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	193.86	43,985	123,649 73
			Columbus, Ohio, Indianapolis, Ind. (P., C. and St. L.).	21015	189.07	30,837	88,586 85

<sup>1</sup> Short run of the Philadelphia and Crisfield R. P. O.<sup>2</sup> 26.83 miles covered by New York and Washington R. P. O.<sup>3</sup> See Philadelphia and Crisfield R. P. O.<sup>4</sup> 47.37 miles covered by Philadelphia and Crisfield R. P. O.<sup>5</sup> Cars and clerks shown on route 10001.<sup>6</sup> This is part of New York and Pittsburgh R. P. O., but is stated separately for convenience of reference. Double daily service, except Sunday.<sup>7</sup> 105.20 miles covered by New York and Pittsburgh R. P. O.<sup>8</sup> 1 reserve car.<sup>9</sup> 1 helper, Philadelphia to Harrisburg and return daily, except Saturday and Sunday.<sup>10</sup> Double daily service, except Sunday.<sup>11</sup> 18.13 miles covered by Philadelphia and Westchester R. P. O.<sup>12</sup> Balance of route 7.17 miles covered by closed pouch service. (See Table C\*.)<sup>13</sup> Clerks shown on route 8003.<sup>14</sup> Double daily service, except Sunday.<sup>15</sup> Car and clerk shown on trains 6 and 43.<sup>16</sup> 287.20 miles of route 28003, between Saint Louis and Pierce City, Mo., covered by Saint Louis and Halstead R. P. O.<sup>17</sup> See Cairo and Texarkana R. P. O.<sup>18</sup> 4 clerks running in mail apartment cars between Pittsburgh and Crestline; 6 clerks running in mail apartment cars between Crestline and Chicago, 2 of whom act as helpers between Crestline and Fort Wayne; 1 clerk detailed to duty as chief clerk at Crestline; 1 clerk detailed as chief clerk at Chicago; 1 clerk detailed as transfer clerk at Crestline; 1 clerk detailed as transfer clerk at Fort Wayne; 1 clerk detailed as transfer clerk at Mansfield.<sup>19</sup> This line is in two divisions, divided at Crestline. Clerks record arrival and departure at depot at Crestline, but go to the post-office for registered mail; distance, 0.12 mile.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.		Train No. inward.				Average speed.	Length.				Width.
			Miles.	Miles.										
		39	27	24	25	6	17,258	1	10 0	6 5	1	( <sup>21</sup> )		
		39	24	24	24	6	20,830	( <sup>21</sup> )			( <sup>21</sup> )			
		77	35	14	31	6	66,700	<sup>22</sup>	15 10	9 5	2	1	<sup>25</sup>	
		71	45	70	31	6	66,700	1	15 10	9 5	2	1		
		8	20	37	25	6	11,800	1	6 9	6 0	2	1	2	
		30	27	23	26	6	11,800							
	July 1, 1881	8	22	37	20	6	31,269	1	8 10	6 6	( <sup>12</sup> )			
		30	21	23	18	6	31,268							
	July 1, 1881	6	20	43	21	6	17,841	1	10 0	6 4	1	1	1	
		28	18	17	21	6	17,841	( <sup>16</sup> )			( <sup>16</sup> )			
	July 1, 1883	17	17	18	17	7	102,291	1	20 0 <sup>1</sup>	7 0	2	1	2	
								1	21 0 <sup>1</sup>	7 0				
	July 1, 1883	8	24 <sup>1</sup>	4	24 <sup>1</sup>	7	53,919	1	22 0 <sup>1</sup>	7 0 <sup>1</sup>	1	1	1	
	July 1, 1880	35	24.36	42	23.35	6	50,209	1	19 10	8 7	2	1	2	
\$13,592 00	July 1, 1880	11	26.66	4	23.77	7	343,703		50 0	8 4	8	3	<sup>18</sup> 9	
10,386 00		5	27.07	4	25.91	7	141,905	<sup>24</sup>	60 0	8 4	8	5	<sup>24</sup> 4	
		7	25.24	2	28.05	7	141,905							
		5	29.45	4	30.00	7	87,957							
12,016 00	July 1, 1880	7	29.45	2	30.78	7	87,957							
		7	20.99	12	22.22	6	118,264	8	20 0	9 0	4	1	( <sup>26</sup> )	
		42	29	47	25	6	19,770	1	14 10	8 6	1	1	1	
	July 1, 1881	42	19	47	19	6	27,707	( <sup>27</sup> )			( <sup>27</sup> )			
33,925 50	July 1, 1880	7	25.24	4	25.91	7	141,905	<sup>22</sup>	60 0	8 4	5	6	<sup>22</sup> 18	
		1	28.72	2	28.05	7	141,905	1	40 0	8 4				
33,087 25	July 1, 1880	7	25.61	4	24.84	7	138,399	1	60 0	8 4	5	<sup>24</sup>		
		1	30.00	2	28.21	7	138,399	( <sup>21</sup> )			( <sup>21</sup> )			

<sup>19</sup> The day line of this R. P. O. runs west between Pittsburgh and Columbus on same train as Pittsburgh and Saint Louis R. P. O., in separate car. The night line runs east on same train as Pittsburgh and Saint Louis R. P. O., in separate car.

<sup>21</sup> Covered by Pittsburgh and Saint Louis R. P. O.

<sup>22</sup> 2 are letter cars and 2 are newspaper cars, and they are all run through between New York and Cincinnati.

<sup>23</sup> 2 clerks run in mail apartment cars between Columbus and Cincinnati; 2 clerks detailed to duty in office of superintendent 5th division.

<sup>24</sup> Covered by Pittsburgh and Chicago R. P. O., 188.70 miles.

<sup>25</sup> Clerks record arrival and departure at depot Crestline, but go to post-office for registered mail. Appointed to Pittsburg and Chicago R. P. O.

<sup>26</sup> 31.60 miles covered by New York and Pittsburgh R. P. O.

<sup>27</sup> Car and clerk shown on route 8001.

<sup>28</sup> The total equipment of this line is 10 cars 60 by 8.4 feet, and 5 cars 40 by 8.4 feet. The figures in the body of the report show the number of

cars upon each train. These cars all run through to New York.

<sup>29</sup> 2 porters between Pittsburgh, Pa., and Columbus, Ohio, on trains 1 and 2; 1 porter between Pittsburgh, Pa., and Dennison, Ohio, on trains 7 and 4; 2 porters between Newark and Columbus, Ohio, on trains 7 and 4; 2 porters between Cambridge City and Brazil, Ind., on trains 7 and 4; 1 clerk detailed as chief clerk at Pittsburgh, Pa.; 1 clerk detailed as chief clerk at Indianapolis, Ind.; 1 clerk detailed as assistant chief clerk at Indianapolis, Ind.; 2 clerks detailed as transfer clerks at Columbus, Ohio; 4 clerks detailed as transfer clerks at Indianapolis, Ind.; 1 clerk detailed as transfer clerk at Richmond, Ind.; 1 clerk detailed as transfer clerk at Terre Haute, Ind.; 4 clerks running in Indianapolis, Vandalia and Saint Louis R. P. O.; 1 clerk running in Indianapolis and Terre Haute R. P. O.

<sup>30</sup> Clerks in the Logansport and Columbus R. P. O., assist as helpers on this train between Columbus and Bradford, Ohio.

<sup>31</sup> Cars and clerks shown on route 21032.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
<i>Pittsburgh and Saint Louis</i> —West Division.		243.49	Indianapolis, Terre Haute, Ind. (T. H. and Ind.). Terre Haute, Ind., East St. Louis, Ill. (Ind., Van. and St. L.).	22002	74.39	<i>Pounds.</i> 30,650	\$35,045 87
				22044	166.09	30,637	74,110 37
<i>Pittsburgh and Washington, Pa.</i> <sup>1</sup>	2	31.62	Pittsburgh, Mansfield Valley, Pa. (Pittsburgh Div. Pitts., Cin. and St. L.). Mansfield Valley, Washington, Pa. (Chartiers Div. Pitts., Cin. and St. L.).	21022	( <sup>4</sup> )	.....	( <sup>4</sup> )
				8055	23.49	1,179	2,169 06
<i>Pittsburgh and West Brownsville, Pa.</i>	2	54.34	Pittsburgh, West Brownsville, Pa. (Monon. Div. Penna.).	8081	54.32	456	2,897 15
<i>Pittsburgh, Pa., and Wheeling, W. Va.</i>	2	70.66	Pittsburgh, Pa., Wheeling, W. Va. (Wheel. and Pitts. and Pitts. Divs., B. and O.).	8040 <sup>2</sup>	71.09	308	3,586 49
<i>Pittsfield, Mass., and Bridgeport, Conn.</i>	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Housatonic R. R.).	5012	110.55	1,365	11,153 38
<i>Pittsfield, N. H., and Lawrence, Mass.</i>	1	56.55	Pittsfield, Hooksett, N. H. (Concord R. R.). Hooksett, Manchester, N. H. (Concord R. R.). Manchester, N. H., Lawrence, Mass. (Man. and Law. R. R.).	1004 1001 <sup>10</sup> 3063	20.35 ( <sup>11</sup> ) ( <sup>12</sup> )	291 ..... .....	991 85 ( <sup>11</sup> ) ( <sup>12</sup> )
<i>Plymouth and Concord, N. H.</i>	1	51.40	Plymouth, Concord, N. H. (Bost., Con. and Mont. R. R.).	1005 <sup>13</sup> (part)	( <sup>14</sup> )	.....	( <sup>14</sup> )
<i>Point Pleasant and Charleston, W. Va.</i>	3	57.96	Point Pleasant, Charleston, W. Va. (Ohio Central).	12010	57.70	.....	No pay fixed.
<i>Portage and Madison, Wis.</i>	6	40.51	Portage, Madison, Wis. (Chi., Mil. and St. Paul).	25023	40.77	412	2,335 71
<i>Port Austin and Pt. Huron, Mich.</i> <sup>17</sup>	9	88.04	Port Austin, Palm Station, Mich. (Pt. H. and No. Western). Palm Station, Pt. Huron, Mich. (Pt. H. and No. Western).	24061 24042 <sup>17</sup> (part)	35.16 52.42	135 646	1,503 09 3,675 16
<i>Pt. Huron, Mich., and Chicago, Ill.</i>	9	336.07	Pt. Huron, Mich., Chicago, Ill. (Chi. and G. T.).	24039	338.46	743	25,178 03
<i>Pt. Huron and Detroit, Mich.</i>	9	61.83	Pt. Huron, Detroit, Mich. (Gd. Trunk).	24028	58.65	4,149	9,277 25
<i>Port Jefferson and Long Island City, N. Y.</i> <sup>21</sup>	2	58	Port Jefferson, Hicksville, N. Y. (Long Island). Hicksville, Long Island City, N. Y. (Long Island).	6046 6045	33.50 ( <sup>22</sup> )	535 .....	2,176 83 ( <sup>22</sup> )
<i>Port Jervis and New York, N. Y.</i>	2	89.07	Port Jervis, New York, N. Y. (N. Y., L. E. and West).	6001	( <sup>24</sup> )	.....	( <sup>24</sup> )
<i>Portland and Ashland, Oreg.</i>	8	342.69	Portland, Ashland, Oreg. (Oreg. and Cal.).	44001	342.69	1,646	37,758 43
<i>Portland, Me., and Boston, Mass.</i>	1	116.70	Portland, Me., Boston, Mass. (Bos. and Maine).	3011	116.33	4,445	18,897 80

<sup>1</sup> Shown on route 21032, East Division.<sup>2</sup> One of these clerks runs east in Indianapolis, Vandalia and Saint Louis R. P. O., as helper.<sup>3</sup> Double daily service except Sunday.<sup>4</sup> 9.36 miles covered by Pittsburgh and Saint Louis R. P. O.<sup>5</sup> Car and clerk shown on trains 19 and 26.<sup>6</sup> Lap service from Glenwood to Pittsburgh.<sup>7</sup> One of these cars is a reserve car.<sup>8</sup> 1 clerk detailed as transfer clerk at Bridgeport, Conn.<sup>9</sup> Two cars are also used on this line between Hooksett, N. H., and Lawrence, Mass. that

are used by Concord and Claremont R. P. O., changing every day, shown in column No. 17 that line.

<sup>10</sup> Balance of route covered by Saint Albans and Boston R. P. O., 27.28 miles.<sup>11</sup> Covered by Saint Albans and Boston R. P. O., 9 miles.<sup>12</sup> Covered by Lancaster and Boston R. P. O., 27.06 miles.<sup>13</sup> Balance of route covered by Lancaster and Boston R. P. O., 42.67 miles.<sup>14</sup> Covered by Lancaster and Boston R. P. O., 51.34 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$13,018 25	July 1, 1880	7	29.40	4	30.86	7	54,454	(1)			4	6	
29,170 75	Jan. 1, 1881	1	33.05	2	31.92	7	54,454	(1)			4	24	
		7	26.84	4	26.00	7	122,017						
		1	31.27	2	27.78	7	122,017						
		19	14	26	14	6	5,307	1	15 0	9 0	1	1	1
		23	12	22	14	6	5,307	(5)			(5)		
	May 1, 1884	19	21	26	21	6	14,487	(5)			(5)		
		23	21	22	19	6	14,487	(5)			(5)		
	July 1, 1884	2	18	7	18	6	34,018	1	15 0	8 8	1	1	1
	May 1, 1884	2	20	3	18	6	44,232	1	8 2	8 8	1	1	1
	July 1, 1881	10	28.69	13	28.08	6	69,167	74	14 7	6 0	4	1	25
		8	25.87	7	27.50	6	69,167						
	July 1, 1881	1	12.63	4	16.89	6	12,827	91	8 0	7 0	1	1	1
		1	12	4	30	6	5,634						
		1	21.66	4	18.79	6	16,939						
		52	23.58	59	23.58	6	31,988	1	10 0	7 0	1	1	1
								72	10 0	6 10			
			14.70		14.70	6	26,282	151	6 8	6 1			
								1	8 0	8 0	1	1	102
	July 1, 1883	46	20	45	22	6	25,359	1	13 3	7 7	1	1	1
	Apr. 4, 1883	3	22.69	2	21.75	6	22,010	151	16 6	7 6	1	1	1
	Apr. 4, 1883	3	22.69	2	21.75	6	33,102		9 6	6 0			
	Apr. 4, 1883	4	28.41	1	24.96	6	210,774	193	20 5	9 5	4	1	205
	Apr. 4, 1883	6	22.30	3	23.45	6	38,705	1	23 0	6 0	1	1	1
	July 1, 1881	18	23	15	21	6	20,333	(15)1	15 5	7 0	1	1	1
		32	21	31	22	6	20,333	(22)	12 4	5 8			
		18	31	15	24	6	15,936				(22)		
		82	35	31	30	6	2,216						
		16	29	15	27	6	55,758	1	16 6	6 10	1	(24)	(26)
	Mar. 15, 1884	1	15.37	2	15.61	6	214,523	3	20 5	8 10	6	1	6
3 635 31	July 1, 1881	70	25.66	75	25.20	6	73,054	1	25 4	9 0	2	202	10
		94	27.72	15	23.10	6	73,054	1	25 6	9 2	2	203	
								202	25 0	8 6			

<sup>13</sup> Reserve car.<sup>14</sup> One clerk runs on Kanawha River route.<sup>17</sup> Balance of route (19.03 miles) Sand Beach to Palm Station, Mich., covered by closed-pouch service. (See Table C<sup>o</sup>.)<sup>18</sup> Held in reserve.<sup>19</sup> One car held in reserve.<sup>20</sup> One clerk detailed to Toledo and Allegan R. P. O.<sup>21</sup> Double daily service between Westbury and Port Jefferson. Clerk records arrival and departure at Port Jefferson by slips.<sup>22</sup> Car and clerk shown on route 6046.<sup>23</sup> 25.50 miles covered by Greenport and New York R. P. O.<sup>24</sup> 87.39 miles covered by New York and Dunkirk R. P. O.<sup>25</sup> See New York and Dunkirk R. P. O.<sup>26</sup> The clerk relieved every third week by a Mid-dletown and New York clerk.<sup>27</sup> Pay not fixed on 8.13 miles.<sup>28</sup> A. m. run from Portland, Me.<sup>29</sup> A. m. run from Boston, Mass.<sup>30</sup> Reserve cars.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Portland and Corvallis, Oreg.	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Cal.).	44002	97.85	360	\$5,271 17
Portland and Fryeburg, Me.	1	50.37	Portland, Fryeburg, Me. (Port. and Ogd.).	10 <sup>1</sup> (part)	( <sup>2</sup> )	.....	( <sup>2</sup> )
Portland, Me., and Gorham, N. H.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	7 <sup>4</sup> (part)	( <sup>5</sup> )	.....	( <sup>5</sup> )
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	7 <sup>7</sup> (part)	149.83	1,829	14,860 14
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	( <sup>10</sup> )	.....	( <sup>10</sup> )
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., So. Lunenburg, Vt. (Port. and Ogd.).	10	114.05	1,120	10,336 35
			So. Lunenburg, Swanton, Vt. (St. Johns. and Lake Cham.).	2011	118.00	656	8,272 98
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	55.00	1,809	6,588 50
			Rochester, Nashua, N. H. (Wor. and Nash.).	1012	48.83	1,462	5,125 45
			Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	46.93	2,260	6,179 27
Portsmouth and Cincinnati, Ohio. <sup>14</sup>	5	107.19	Portsmouth, Cincinnati, Ohio (Cin. and East.).	21052	107.19	<sup>14</sup> 497	7,069 38
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Concord).	1002	59.66	857	4,692 85
Portsmouth and Manchester, N. H.	1	41.62	Portsmouth, Manchester, N. H. (Concord).	1002 <sup>18</sup> (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
Postville and Cedar Rapids, Iowa.	6	98.67	Postville, Cedar Rapids, Iowa (Burl., Ced. Rap. and North.).	27002	98.90	370	5,411 81
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (Phila. and Read.).	8002	92.64	1,817	13,335 53
Pottsville, Tamaqua, and Herndon, Pa. <sup>21</sup>	2	78.74	Pottsville, Herndon, Pa. (M. and S. Brch., Phila. and Read.).	8013	81.03	362	4,365 08
Powers, Mich., and Florence, Wis.	6	42.00	Powers, Mich., Florence, Wis. (Chi. and N. W.).	24032 <sup>24</sup> (part)	41.74	240	1,988 51
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	4002	( <sup>25</sup> )	.....	( <sup>25</sup> )
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spg.).	4006	23.15	628	1,603 36
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.).	5007 <sup>26</sup> (part)	58.50	2,331	7,753 00

<sup>1</sup> Balance of route covered by Portland and Swanton R. P. O., 65.05 miles.<sup>2</sup> Covered by Portland and Swanton R. P. O., 49 miles.<sup>3</sup> Shown in column 20, Portland and Swanton R. P. O.<sup>4</sup> Balance of route covered by Portland and Island Pond R. P. O. (57.84 miles) and closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C.)<sup>5</sup> Covered by Portland and Island Pond R. P. O., 91.99 miles.<sup>6</sup> Reserve cars.

Balance of route covered by closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C.)

<sup>8</sup> 1 clerk between Portland and South Paris, Me., 47.25 miles; 1 clerk as short stop between Portland and South Paris, Me. (west with Portland and Gorham, and east with Portland and Island Pond R. P. O.).<sup>9</sup> Reserve car.<sup>10</sup> Covered by Portland and Worcester R. P. O., 52.50 miles.<sup>11</sup> This clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester R. P. O. as assistant.<sup>12</sup> Shown in column 20, Portland and Worcester R. P. O.<sup>13</sup> 1 clerk between Portland and Fryeburg, Me., 50.37 miles. See columns 18 and 19, that line.<sup>14</sup> 1 clerk between Nashua, N. H., and Worcester,

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	1	Miles. 12.86	2	Miles. 14.12	6	61,341	3	Ft. In. 10 0	Ft. In. 8 10	2	1	2
.....		4	14.34	1	14.34	6	31,531	1	10 0	6 6	1	1	( <sup>2</sup> )
.....		10 <sup>1</sup>	18.93	9	18.93	6	57,692	3	17 9	7 6	1	1	1
.....	July 1, 1881	2	21.84	1	25.95	6	93,762	1	22 0	7 0	3	1	5
.....								1	19 0	7 5			
.....		2	23.10	( <sup>11</sup> )		3	16,507	1	20 3	7 5			
.....								1	21 6	6 11			
.....	Aug. 15, 1883	2	20.42	1	19.26	6	71,395	1	15 10	8 10	1	1	( <sup>12</sup> )
.....								1	14 10	9 0			
.....	July 1, 1881	2	18.10	1	17.87	6	74,400	1	13 0	6 8	4	1	12 5
.....								1	13 8	6 8			
.....								1	15 0	6 6			
.....	July 1, 1881	4	24.56	3	24	6	33,716	1	14 6	8 8	3	2	14 8
.....	July 1, 1881	4	26.74	3	24.64	6	29,854	1	15 10	8 10			
.....	July 1, 1881	4	18.42	3	34.58	6	23,664						
.....	Aug. 1, 1883	129	11.99	122	14.42	6	65,287	2	12 0	6 0	2	1	2
.....	July 1, 1881	10	18	9	19.71	6	37,090	1	15 0	6 0	1	1	17 2
.....		2	22.14	9	21.12	6	25,991	1	10 0	6 8	1	1	( <sup>20</sup> )
.....	July 1, 1883	52	22	51	24	6	61,767	1	12 0	9 4	1	1	21 2
.....	July 1, 1881	2	29	3	27	6	59,052	1	15 3	8 7	4	1	20 5
.....		4	28	5	24	6	59,051	1	14 8	8 7			
.....		6	22	21	21	6	59,051	1	14 8	8 6			
\$600 00	July 1, 1881	1	20	2	22	5.19	42,560	1	14 4	8 6			
.....		3	21	4	21	5.19	42,560	1	12 10	8 8	1	1	2
.....								1	14 6	10 0	1	1	
.....								2	12 7	8 7			
.....								1	8 0	6 5			
.....	June 1, 1882	4	21	5	21	7	30,744	1	12 8	8 0	1	1	1
.....		6	22.95	15	24.48	6	40,840	1	16 3	6 11	2	1	2
.....		22	22.95	11	22.25	6	40,840	1	15 10	6 10			
.....	July 1, 1881	53	19.42	50	21.22	6	14,867	1	15 10	6 6	1	1	1
.....		57	18.39	54	19.71	6	14,867	1	6 4	5 2	1	1	1
.....	July 1, 1881	13	24.20	20	24.20	6	36,969	1	14 2	6 8	1	1	1

Mass., 46.76 miles; 1 clerk between Portland, Me., and Rochester, N. H., 52.74 miles. See columns 18 and 19, those lines. The Portland and Rochester clerk runs from Rochester to Portland, with Portland and Worcester clerks as assistant.

<sup>10</sup> Formerly Rarden and Cincinnati R. P. O. extended to begin at Portsmouth, August 10, 1883; distance, 25.50 miles.

<sup>11</sup> Mail carried from Rushtown to Portsmouth by hack, distance about 8 miles.

<sup>12</sup> 1 clerk between Portsmouth and Manchester, N. H., 41.52 miles. See columns 18 and 19, that line.

<sup>13</sup> Balance of route covered by Portsmouth and Concord R. P. O., 18.26 miles.

<sup>14</sup> Covered by Portsmouth and Concord R. P. O., 41.40 miles.

<sup>15</sup> Shown in column 20, Portsmouth and Concord R. P. O.

<sup>16</sup> One clerk detailed to Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.

<sup>17</sup> 1 helper, Philadelphia to Pottsville and return.

<sup>18</sup> Double daily service between Pottsville and Shamokin, except Sunday.

<sup>19</sup> Balance of route, Florence, Wis., to Crystal Falls, Mich. (16 miles), covered by closed pouches. (See Table C.)

<sup>20</sup> Covered by Boston, Providence and New York R. P. O., 62.10 miles.

<sup>21</sup> Balance of route covered by Boston and Hopewell Junction R. P. O., 129.08 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Pueblo and Silverton, Colo.	7	377.32	So. Pueblo, Cucharas, Colo. (D. and R. G.). Cucharas, Antonito, Colo. (D. and R. G.). Antonito, Silverton, Colo. (D. and R. G.).	38001 <sup>1</sup> (part) 38004 <sup>2</sup> (part) 39002	50.00 109.82 215.06	<i>Pounds.</i> 2,233 852 956	\$6,541 00 8,628 34 17,886 88
Quincy, Ill., and Kansas City, Mo. <sup>3</sup>	7	225.76	Quincy, Ill., Cameron, Mo. (H. and St. J.). Cameron, Kansas City, Mo. (H. and St. J.).	28005 (part) 28010	171.51 <sup>4</sup> 54.98	7,455 681	26,981 95 10,435 75
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Burl. and Qcy.). Fall Creek, Ill., Louisiana, Mo. (Chi., Burl. & Qcy.).	23041 <sup>5</sup> (part) 23079	13.50 31.46	867 250	1,173 52 1,452 50
Quincy, Ill., and Trenton, Mo.	7	137.00	Quincy, Ill., Trenton, Mo. (W., St. L. and P.).	28019	137.59	587	9,294 20
Racine, Wis., and Rock Island, Ill.	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul).	25024	197.91	2,122	25,720 38
Raleigh and Hamlet, N. C.	3	97.57	Raleigh, Hamlet, N. C. (Raleigh and Aug. Air Line).	13010	97.58	493	6,173 88
Reading and Columbia, Pa.	2	45.78	Reading, Sinking Spring, Pa. (L. V. Breh., Phila. and Read.). Sinking Spring, Columbia, Pa. (R. and C. Div., Phila. and Read.).	8073 8081	( <sup>11</sup> ) 40.14	..... 2,062	( <sup>11</sup> ) 2,060 18
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. and North.).	8054	73.08	326	3,124 17
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (N. J. Sou. Div., Phila. and Read.). Eatontown, Whiting, N. J. (N. J. Sou. Div., Phila. and Read.). Whiting, Atsion, N. J. (N. J. Sou. Div., Phila. and Read.). Atsion, Bridgeton, N. J. (N. J. Sou. Div., Phila. and Read.).	7049 <sup>16</sup> (part) 7026 <sup>17</sup> (part) 7029 <sup>18</sup> (part) 7031	3.22 30.23 23.88 37.75	176 196 195 288	137 66 1,292 33 1,020 87 1,646 27
Redding and Sacramento, Cal.	6	169.98	Redding, Roseville, Cal. Roseville, Sacramento, Cal. (Central Pac.).	48003 48001 (part)	151.74 .....	2,723 .....	21,017 50 ( <sup>20</sup> )
Red Oak and Eastport, Iowa.	6	50.86	Red Oak, Eastport, Iowa (Chi., Burl. and Qcy.).	27074	50.74	780	3,730 91
Red Wing and Waterville, Minn.	6	66.73	Red Wing, Waterville, Minn. (Minn. and St. Louis).	28048	66.70	358	3,593 13
Reno and Preston, Minn.	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. Paul).	28032	57.72	222	2,517 17
Reno and Virginia City, Nev.	6	52.61	Reno, Virginia City, Nev. (Va. and Truckee).	45001	52.61	1,786	6,117 49
Rice Lake and Eau Claire, Wis. <sup>21</sup>	6	57.39	Rice Lake, Eau Claire, Wis. (Chi., St. P., Minn. and Om.).	25048 <sup>22</sup> (part)	56.33	120	2,016 51

<sup>1</sup> 120 miles of route 38001 covered by Denver, Pueblo and Leadville R. P. O. between Denver and South Pueblo, Colo., and 36.80 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)

<sup>2</sup> 1 clerk detailed as transfer clerk at South Pueblo, Colo.

<sup>3</sup> 91 miles of route 38004 between Antonito, Colo., and Espanola, N. Mex., covered by closed-pouch service. (See Table C.)

<sup>4</sup> Full cars in reserve.

<sup>5</sup> Double daily service over this line. Last year

but single daily postal-car service reported on this line.

<sup>6</sup> 36.28 miles of route 28005 between Cameron and Saint Joseph, Mo., covered by Cameron, Saint Joseph and Atchison R. P. O.

<sup>7</sup> 1 acting clerk and 1 clerk detailed to Hannibal and Denison R. P. O.

<sup>8</sup> Chicago, Burlington and Quincy cars.

<sup>9</sup> Balance of route, Fall Creek, Ill., to Hannibal, Mo. (6.29 miles), covered by closed pouches. (See Table C.)

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.				Length.	Width.			
			Miles.				Ft. In.	Ft. In.			
	July 1, 1882	3 19	2 19	7	36,600	5	19 8	7 5	5	1	<sup>16</sup>
	July 1, 1882	3 18	2 18	7	80,388	<sup>13</sup>	35 8	7 7			
	July 1, 1882	3 12	2 12	7	159,210						
\$3,575 50	July 1, 1883	3 22	4 24	7	125,904	2	39 1 <sup>1</sup> / <sub>2</sub>	9 1 <sup>1</sup> / <sub>2</sub>	4	2	<sup>17</sup>
2,749 00	July 1, 1883	1 24	2 24 <sup>1</sup> / <sub>2</sub>	7	125,904						
	July 1, 1883	3 22	4 24	7	39,352	<sup>12</sup>	51 4 <sup>1</sup> / <sub>2</sub>	9 6	4	2	
	July 1, 1883	1 24	2 24 <sup>1</sup> / <sub>2</sub>	7	39,352	<sup>11</sup>	54 9	9 8			
	July 1, 1883	209 14	208 13	6	8,451						
	July 1, 1883	209 13	208 11	6	19,694	1	12 0	6 10	1	1	1
	July 1, 1883	1 20 <sup>1</sup> / <sub>2</sub>	2 20	6	85,762	1	21 7 <sup>1</sup> / <sub>2</sub>	9 2 <sup>1</sup> / <sub>2</sub>	2	1	2
	July 1, 1883	1 23	2 22	6	123,873	1	18 2	6 9			
	July 1, 1883					1	20 2	9 3	3	1	<sup>14</sup>
	July 1, 1880	1 15.74	2 14.38	6	67,079	1	20 0	9 3			
						2	10 2	8 11	2	1	2
		9 30	2 24	6	3,723	1	9 3	6 2	1	1	<sup>15</sup>
						<sup>11</sup>	7 1	6 6			
	July 1, 1881	9 20	2 20	6	24,936	( <sup>14</sup> )			( <sup>14</sup> )		
	July 1, 1881	10 20	2 21	6	46,368	1	7 6	6 0	1	1	
						<sup>11</sup>	6 3	5 7			
	July 1, 1881	36 20	37 22	6	2,308	1	8 3	6 9	1	1	
						<sup>105</sup>	8 3	6 9			
	July 1, 1881	36 25	37 23	6	18,936	( <sup>15</sup> )			( <sup>15</sup> )		
	July 1, 1881	36 25	37 25	6	14,950	( <sup>15</sup> )			( <sup>15</sup> )		
	July 1, 1881	36 23	37 22	6	23,402	( <sup>15</sup> )			( <sup>15</sup> )		
3,793 50	Apr. 1, 1884	12 23.77	11 23.42	7	111,073	1	55 1 <sup>1</sup> / <sub>2</sub>	9 5 <sup>1</sup> / <sub>2</sub>	2	2	4
456 00		12 23.77	11 23.42	7	13,351						
	July 1, 1883	91 25	92 25	6	31,838	1	15 4	8 10	1	1	1
	July 1, 1883	25 16	26 15	6	40,763	1	7 4	7 0	1	1	
	July 1, 1882	37 14	38 15	6	36,120	1	9 6	5 8	1	1	1
						1	8 11	5 10			
	July 1, 1881	1 18.44	2 18.98	7	38,510	1	18 11	8 5 <sup>1</sup> / <sub>2</sub>	1	1	1
	July 1, 1883	53 24	54 21	6	35,926	1	14 9	7 4 <sup>1</sup> / <sub>2</sub>	1	1	1
						1	14 4	7 5			

<sup>10</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>11</sup> 6 miles covered by Altoona and Harrisburg R. P. O.<sup>12</sup> Clerk records arrival and departure at Reading by slips.<sup>13</sup> Reserve car.<sup>14</sup> Cars and clerk shown on route 8073.<sup>15</sup> Balance of route (6.58 miles) covered by closed-pouch service. (See Table C.)<sup>16</sup> Reserve cars.<sup>17</sup> Balance of route (34.77 miles) covered by closed-pouch service. (See Table C.)<sup>18</sup> Cars and clerk shown on route 7049.<sup>19</sup> Balance of route (9.42 miles) covered by closed-pouch service. (See Table C.)<sup>20</sup> Shown on Ogden and San Francisco R. P. O., 18.24 miles.<sup>21</sup> This line was reported last year as Rice Lake and Chippewa Falls, Wis., R. P. O. Increased distance run this year, 11.22 miles.<sup>22</sup> Balance of route, Chicago Junction to Rice Lake, Wis. (22.78 miles) covered by closed pouches, (See Table C.)<sup>23</sup> Pay not fixed on 9.16 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
<i>Richford and Concord, N. H.</i>	1	190.17	Richford, Newport, Vt. (So. Eastern). Newport, Wells River, Vt. (Pass.). Wells River, Vt., Concord, N. H. (Bos., Conn., and Mont.).	2009 2010 <sup>1</sup> (part) 1005	32.00 ( <sup>2</sup> ) 94.01 <sup>4</sup>	Pounds. 651 2,450	\$2,243 52 ( <sup>3</sup> ) 12,619 90
Richford and Saint Albans, Vt.	1	28.91	Richford, St. Albans, Vt. (Missisquoi).	2007	28.91	633	2,002 30
Richland and Niagara Falls, N. Y. <sup>5</sup>	2	181.65	Richland, Oswego, N. Y. (Rome, Wat. and Ogd., Western Div.). Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West. Div.). Lewiston, Niagara Falls, N. Y. (N. Y. C. and H. R., West. Div.).	6034 6088 (part) 6016 (part)	29.03 146.64 ( <sup>6</sup> )	895 847	2,333 14 11,534 70 ( <sup>7</sup> )
Richland and Syracuse, N. Y.	2	42.38	Richland, Pulaaski, N. Y. (L. O. Div. Rome., Wat. and Ogd.). Pulaaski, Syracuse, N. Y. (Syr. Div. Rome, Wat. and Ogd.).	6034 6037	( <sup>10</sup> ) 38.48	( <sup>10</sup> ) 655	( <sup>10</sup> ) 2,697 88
Richmond, Lynchburgh and Clifton Forge, Va.	3	280.54	Richmond, Lynchburg, Va. (R. and A.). Clifton Forge, Lynchburgh, Va. (R. and A.).	11023 11027	147.50 87.47	235 204	8,827 87 4,487 21
Richmond and Clifton Forge, Va.	3	193.47	Richmond, Clifton Forge, Va. (C. and O.).	11005 <sup>12</sup> (part)	190.93	1,251	20,242 39
<i>Richmond and Danville, Va.</i>	3	141.08	Richmond, Danville, Va. (R. and D.).	11006 (part)	140.60	9,206	30,293 68
<i>Richmond, Va., and Wilmington, N. C.</i>	3	246.17	Richmond, Petersburg, Va. (Richmond and Petersburg). Petersburgh, Va., Weldon, N. C. (Petersburgh). Weldon, Wilmington, N. C. (Weldon and Wilmington).	11008 11009 13002	23.39 65.31 162.07	9,440 7,899 5,833	5,099 72 13,178 25 29,099 66
Richmond and Stanford, Ky. <sup>16</sup>	5	35.16	Richmond, Richmond Jct., Ky. (Ky. Centl.).	20030	34.48	89	1,474 02
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J. (H. B. Br'ch Phila. and Read.).	7040	30.31	97	1,295 75
Rock Island and Peoria, Ill.	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peoria).	23040	91.60	875	7,284 08
Rock Island, Ill., and Saint Louis, Mo.	6	248.99	Rock Island, Ill., Saint Louis, Mo. (Chl., Burl. and Q'cy).	23005	245.52	2,279	32,327 61
Rochester and Corning, N. Y.	2	95.13	Rochester, Avon, N. Y. (Roch. Div. N. Y., L. E. and W.). Avon, Corning, N. Y. (Roch. Div. N. Y., L. E. and W.).	6005 6007 <sup>18</sup> (part)	19.09 78.47	1,021 1,132	1,648 67 6,930 48
Rochester and Niagara Falls, N. Y.	2	74.89	Rochester, Niagara Falls, N. Y. (R. and N. F. Div. N. Y. C. and H. R.).	6018	76.00	3,495	11,306 52

<sup>1</sup> Balance of route covered by Newport and Sp'g R. P. O. (105.30 miles), and closed-pouch service between Newport and Derby Line, 9.72 miles. See Table C.

<sup>2</sup> Covered by Newport and Sp'g R. P. O. (65.10 miles).

<sup>3</sup> Reserve car.

<sup>4</sup> See also Lanoss. and Boston R. P. O.

<sup>5</sup> See Oswego and Suspension Bridge R. P. O. (short run).

<sup>6</sup> One reserve car.

<sup>7</sup> Clerks record arrival and departure at Niagara Falls by slips. One clerk on Oswego and Suspension Bridge R. P. O. (short run).

<sup>8</sup> Cars and clerks shown on route 6034.

<sup>9</sup> Covered by Suspension Bridge and Buffalo R. P. O. (1.80 miles), and Oswego and Suspension Bridge R. P. O. (4.75 miles).

<sup>10</sup> 4.22 miles covered by Richland and Niagara Falls R. P. O.

<sup>11</sup> Car and clerk shown on route 6034.

<sup>12</sup> See also Norfolk, Newport News, and Richmond R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.		Length.	Width.				
	July 1, 1881	4	<i>Miles.</i> 19.59	61	<i>Miles.</i> 20.91	6	17,480	1 16 7	6 10	4	1	4
\$609 98		4	22.77	61	27.64	6	38,200	1 15 0	6 9 9			
880'87	July 1, 1881	4	21.57	61	20.92	6	63,366	1 16 0	7 1			
	July 1, 1881	2	10.50	3	11.19	6	18,097	1 8 4	6 10	1	1	
	July 1, 1881	110	20	113	23	6	18,034	2 22 10	6 10	3	1	24
	July 1, 1881	110	24	113	23	6	91,674	( <sup>8</sup> )		( <sup>8</sup> )		
		110	12	113	14	6	4,005	( <sup>8</sup> )		( <sup>8</sup> )		
		128	22	123	22	6	2,953	1 9 0	7 0	1	1	1
	July 1, 1881	128	21	123	22	6	23,546	( <sup>12</sup> )		( <sup>12</sup> )		
	July 1, 1881	1	23.15	2	24.44	6	91,946	3 16 0	8 0	4	1	4
	July 1, 1881	1	24.47	2	21.39	6	52,371					
	July 1, 1881	1	22.65	6	23.82	6	121,112	1 18 8	9 0	4	1	137
		5	23.11	2	18.75	6	142,728	1 18 3	8 7	4	1	
3,515 00	July 1, 1881	50	22.19	51	24.56	7	102,988	1 18 9	8 11			
1,871 20	July 1, 1881	40	33.65	43	28.73	7	17,038	2 4 12	8 10	2	1	2
		48	26.54	47	25.08	7	17,038	144 50 2	8 9	4	1	1511
5,224 80	July 1, 1881	40	23.27	43	27.72	7	44,530	143 50 0	8 9	4	1	
12,965 60	July 1, 1881	40	26.33	47	24.72	7	44,530		8 6			
		40	36.54	43	32.20	7	118,135	141 50 0				
		48	28.48	47	28.90	7	118,135					
	Mar. 1, 1881	42	12.18	61	11.19	6	22,010	1 9 7	6 6	1	1	1
	July 1, 1881	15	23	10	23	6	19,137	1 8 0	6 8	1	1	1
	July 1, 1883	4	26	1	26	6	57,717	1 16 0	9 0	2	1	2
	Apr. 1, 1884	2	24	1	24	6	155,868	171 11 11	9 0			
								2 19 2	8 9	4	1	4
	July 1, 1881	2	32	3	32	6	11,837	1 14 6	9 2	2	1	2
	July 1, 1881	2	24	3	26	6	47,715	( <sup>10</sup> )		( <sup>10</sup> )		
	July 1, 1881	21	26	16	26	6	46,882	1 21 0	8 4	2	201	213

<sup>12</sup> One detailed from Wash. and Rich. R. P. O.; clerks on trains 1 and 6 (day line) run between Richmond and Clifton Forge, Va.; clerks on trains 2 and 5 (night line) run between Richmond and White Sulphur Springs, W. Va.

<sup>14</sup> Cars run between Washington, D. C., and Wilmington, N. C.; one in reserve.

<sup>15</sup> One helper on train No. 48 from Richmond to meeting point of train No. 47; 1 helper on train No. 47 from Wilmington to meeting point of train No. 48; 1 transfer clerk at Richmond, Va.

<sup>16</sup> Clerks run between Winchester and Stanford over Cincinnati and Richmond R. P. O. between Winchester and Richmond.

<sup>17</sup> Reserve.

<sup>18</sup> Balance of route (34.50 miles) covered by Danville and Buffalo R. P. O.; 1 clerk every third week relieves the Danville and Buffalo clerk.

<sup>19</sup> Car and clerks shown on route, 6005.

<sup>20</sup> This clerk runs only to Suspension Bridge, N. Y.

<sup>21</sup> One clerk on transfer duty at Suspension Bridge, N. Y.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day. <sup>b</sup>	Annual pay June 30, 1884, for transportation.
						Pounds.	
Rochester and Olean, N. Y..	2	106.53	Rochester, Hinesdale, N. Y. (Roch. Div. Buff., N. Y. and Phila.).	6123	99.92	258	\$4,613 30
			Hinesdale, Olean, N. Y. (Buff. Div. Buff., N. Y. and Phila.).	6058	( <sup>c</sup> )	.....	( <sup>d</sup> )
Rochester, N. Y., and Punxsutawney, Pa. <sup>e</sup>	2	228.32	Rochester, Bradford Junction, N. Y. (Roch. and Pitts.).	6102 (part)	107.81 <sup>f</sup>	292	5,244 66
			Bradford Junc., N. Y., Punxsutawney, Pa. (Roch. and Pitts.).	6127	120.73	383	6,297 27
Rockland and Beaumont, Tex. <sup>g</sup>	7	73.52	Rockland, Beaumont, Tex. (S. and E. T.).	31029	75.85	102	2,383 31
Rockland and Brunswick, Me.	1	58.78	Rockland, Woolwich, Me. (Knox. and Lincoln).	15	48.86	1,039	4,386 65
			Bath, Brunswick, Me. (Me. Cen.).	11	9.14	1,410	937 76
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Rogersville and Jefferson).	19003	16.40	117	701 10
Rome and Macon, Ga. ....	4	162.12	Rome, Macon, Ga. (E. T., V. and G.).	15013 (part)	160.94 <sup>h</sup>	1,017	10,686 02
Rondout and Stamford, N. Y. <sup>i</sup>	2	74.32	Rondout, Stamford, N. Y. (Ulster and Del.).	6073	73.64	680	5,288 82
Rosenberg and Victoria, Tex.	7	93.05	Rosenberg, Victoria, Tex. (N. Y., T. and M.).	31036	91.85	407	5,262 08
Rouse's Point and Albany, N. Y. <sup>j</sup>	2	114.54	Rouse's Point, West Chazy, N. Y. (S. and C. Div. Del. and Hud. Canal Co.).	6033	14.78	2,771	2,047 17
			West Chazy, Albany, N. Y. (S. and C. Div. Del. and Hud. Canal Co.).	6026 (part)	177.00 <sup>k</sup>	126	25,937 63
		101.98	Rutland, Castleton, Vt. (R. Div. Del. and Hud. Canal Co.).	6024	( <sup>l</sup> )	.....	( <sup>l</sup> )
			Castleton, Vt., Whitehall, N. Y. (R. Div. Del. and Hud. Canal Co.).	6098	14.34	565	956 33
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge).	27087	54.98	124	2,350 39
			Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	27081 <sup>m</sup>	82.56	758	6,141 63
Rutland, Vt., and Hoosac Junction, N. Y.	1	59.64	Rutland, No. Bennington, Vt. (Bennington and Rutland).	(Spt) 6053 <sup>n</sup> (part)	( <sup>o</sup> )	.....	( <sup>o</sup> )
			No. Bennington, Vt., State Line (Bennington and Rutland).	2018	( <sup>o</sup> )	.....	( <sup>o</sup> )
			State Line, Hoosac Junc., N. Y. (Troy and Bos.).	6116	( <sup>o</sup> )	.....	( <sup>o</sup> )
Rutland, Vt., and Troy, N. Y.	2	94.26	Rutland, Vt., Eagle Bridge, N. Y. (R. and W. Div. Del. and Hud. Canal Co.).	6024	62.87	619	4,300 30
			Eagle Bridge, Mechanicsville, N. Y. (Bos., Hoosac T., and West.).	6107	20.47	1,194	1,537 76
			Mechanicsville, Troy, N. Y. (S. C. Div. Del. and Hud. Canal Co.).	6026	( <sup>o</sup> )	.....	( <sup>o</sup> )

<sup>a</sup> 6.96 miles covered by Buffalo and Emporium R. P. O.<sup>b</sup> Reserve car.<sup>c</sup> Cars and clerks shown on route 6123.<sup>d</sup> Formerly Rochester and Bradford R. P. O.; extended to Punxsutawney, increase 121.73 miles, July 16, 1883; curtailed to end at Salamanca, decrease 120.07 miles, Dec. 12, 1883; extended to Punxsutawney April 24, 1884.<sup>e</sup> Balance of route (1.33 miles) covered by closed-punch service. (See Table C.)<sup>f</sup> Cars and clerks shown on route 6102.<sup>g</sup> Reserve cars.<sup>h</sup> Not reported last year (new service).<sup>i</sup> Balance of route shown on Macon and Brunswick R. P. O., 190.58 miles.<sup>j</sup> Two reserve cars.<sup>k</sup> Double daily service for 3 months in the year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	30	Miles 22	35	Miles 23	6	62,254	1 1	<i>Ft. In.</i> 15 6 15 6	<i>Ft. In.</i> 8 9 8 9	2	1	2
.....	.....	30	21	35	21	6	4,434	( <sup>2</sup> )	.....	.....	( <sup>2</sup> )	.....	.....
.....	July 1, 1881	1	25	4	22	6	67,301	2	15 0	9 0	4	1	4
.....	July 16, 1883	1	18	4	17	6	75,628	( <sup>4</sup> ) 1 1 2	..... 15 0 14 0 8 3	..... 9 0 7 10 6 0	( <sup>4</sup> )	.....	.....
.....	Aug. 15, 1881	38	9	37	10	6	46,024	2	7 0	7 0	2	1	2
.....	July 1, 1881	2	18.96	68	18.37	6	30,825	1	14 6	7 1	2	1	2
.....	.....	4	23.52	54	18.37	6	30,825	2	15 9	6 6	.....	.....	.....
.....	July 1, 1881	2	13.05	68	20.88	6	5,970	2	12 6	6 5	.....	.....	.....
.....	.....	4	7.45	54	20.88	6	5,970	.....	.....	.....	.....	.....	.....
.....	July 1, 1880	.....	12.93	.....	12.93	6	10,185	1	6 6	6 0	1	1	1
.....	July 1, 1880	53	20	54	20	6	101,487	10 4	15 0	7 2	2	1	2
.....	July 1, 1881	1	18	10	19	6	58,193	12 2	16 0	6 6	2	1	2
.....	Aug. 16, 1882	1	16	2	16	7	68,114	2	14 7	6 8	2	1	2
.....	July 1, 1881	6	31	3	24	6	8,979	1	21 0	7 0	2	1	14 6
.....	July 1, 1881	6	23	3	25	6	111,474	.....	.....	.....	( <sup>16</sup> )	.....	.....
.....	.....	6	30	3	27	6	6,788	12 2	21 0	7 0	2	1	.....
.....	July 1, 1881	6	26	3	22	6	8,301	( <sup>16</sup> )	.....	.....	( <sup>16</sup> )	.....	.....
.....	July 1, 1883	2	21	1	24	6	34,417	2	13 0	9 3	2	1	2
.....	July 1, 1883	2	21	1	24	6	51,714	10 1	14 0	7 0	.....	.....	.....
.....	.....	4	17.03	7	24.18	6	32,925	.....	.....	.....	.....	.....	.....
.....	.....	4	18.49	7	22.20	6	1,105	1	17 9	6 8	1	1	1
.....	.....	4	25.20	7	25.20	6	3,304	.....	.....	.....	.....	.....	.....
.....	July 1, 1881	42	24	43	25	6	89,565	1	16 0	6 11	2	1	2
.....	July 1, 1881	42	24	43	25	6	12,560	( <sup>22</sup> )	.....	.....	( <sup>22</sup> )	.....	.....
.....	.....	42	14	43	13	6	6,882	( <sup>22</sup> )	.....	.....	( <sup>22</sup> )	.....	.....

<sup>13</sup> 1 reserve car.<sup>14</sup> This R. P. O. is in 2 divisions: Rouse's Point and Whitehall, 114.54 miles; Albany and Rutland, 101.98 miles.<sup>15</sup> 2 helpers Albany to Rutland.<sup>16</sup> Balance of route, 11.79 miles, covered by closed-pouch service. (See Table C.)<sup>17</sup> Cars and clerks shown on routes 6033 and 6024.<sup>18</sup> 10.67 miles covered by Rutland and Troy R. P. O.<sup>19</sup> Balance of route, Fort Dodge to Tara, Iowa, (6.13 miles) covered by closed pouches. (See Table C.)<sup>20</sup> Reserve.<sup>21</sup> Balance of route covered by closed-pouch service between No. Bennington and Bennington, Vt., 4.78 miles. (See Table C.) This clerk registers only at Rutland, Vt.<sup>22</sup> Covered by Saint Albans and Hoosac Junction. R. P. O.<sup>23</sup> Cars and clerks shown on route 6024.<sup>24</sup> 10.84 miles covered by Rouse's Point and Albany R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	( )
Sacramento, Benecia, and San Francisco, Cal.	8	90.69	Sacramento, San Francisco, Cal. (Central Pac.).	40001 (part)	( <sup>1</sup> )	.....	( )
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pac.).	40028	140.05	1,687	\$15,926 48
Sag Harbor and New York, N. Y. <sup>2</sup>	2	100.75	Sag Harbor, Long Island City, N. Y. (Long Island).	6093	99.67	857	7,840 04
Saint Albans, Vt., and Ogdensburgh, N. Y.	2	143.05	Saint Albans, Vt., Rouse's Point, N. Y. (W. Div. Central Vermont).	2001 <sup>4</sup> (part)	24.10	3,516	3,606 08
			Rouse's Point, Ogdensburgh, N. Y. (Ogd. and L. Champlain).	6053	119.28	1,133	10,810 34
<i>Saint Albans, Vt., and Boston, Mass.</i>	1	265.40	Saint Albans, Essex Junction, Vt. (Ct. Ver.).	2001 <sup>7</sup> (part)	24.50	3,516	3,665 94 <sup>4</sup>
			Essex Junction, White River Junction, Vt. (Ct. Ver.).	2002 <sup>9</sup> (part)	96.00	4,394	16,513 59 <sup>5</sup>
			White River Junction, Vt., Concord, N. H. (Northern).	1008	69.64	4,889	11,789 35
			Concord, Nashua, N. H. (Con.).	1001	36.28	7,806	7,289 74
			Nashua, N. H., Lowell, Mass. (Bos. and Low.).	3073	14.77	6,292	2,727 72
			Lowell, Boston, Mass. (Bos. and Low.).	3016	28.02	7,276	5,072 83 <sup>6</sup>
<i>Saint Albans, Vt., and Hoosac Junction, N. Y.</i>	1	159.36	Saint Albans, Burlington, Vt. (Ct. Ver.).	2001 <sup>12</sup> (part)	( <sup>13</sup> )	.....	( <sup>13</sup> )
			Burlington, Rutland, Vt. (Ct. Ver.).	2003 <sup>14</sup> (part)	( <sup>15</sup> )	.....	( <sup>15</sup> )
			Rutland, North Bennington, Vt. (Benn. and Rutland).	2015 <sup>17</sup> (part)	52.82	2,537	7,135 45
			North Bennington, State Line, Vt. (Benn. and Rutland).	2018	1.99	2,537	277 34.
			State Line, Hoosac Junction, N. Y. (Troy and Bos.).	6116	5.50	2,660	757 13
Saint Joseph and Albany, Mo.	7	51.19	Saint Joseph, Mo., Albany, Mo. (St. J. and D. M.).	28037	51.19	367	2,757 60
Saint Joseph, Mo., and Grand Island, Nebr.	7	252.54	Saint Joseph, Mo., Grand Island, Neb. (St. J. and W.).	33007	252 88	722	15,264 71
<i>Saint Louis, Mo., and Atchison, Kans.</i> <sup>18</sup>	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.).	28001 <sup>19</sup>	283.13	29,295	139,256 81
		47.07	.....	.....	48.07	.....	.....
Saint Louis, Mo., and Cairo, Ill.	6	153.60	Saint Louis, Mo., Cairo, Ill. (Cairo and St. Louis).	23053	153.60	661	10,900 99
Saint Louis, Mo., and Columbus, Ky.	7	196.41	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.).	28002 ( <sup>20</sup> )	.....	.....	( <sup>21</sup> )
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).	28034	121.28	1,005	10,369 44
Saint Louis, Mo., and Eldorado, Ill.	6	124.50	Saint Louis, Mo., Eldorado, Ill. (St. L., Alton and T. Haute).	23030	121.65	1,961	15,498 21

<sup>1</sup> Shown on Ogden and San Francisco R. P. O., 89.79 miles.<sup>2</sup> See Babylon and New York R. P. O. (short run).<sup>3</sup> 1 clerk on Babylon and New York R. P. O.; 1 clerk on transfer duty at Long Island City, N. Y.<sup>4</sup> Reserve cars.<sup>5</sup> Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and Saint Albans and Boston R. P. O., 24.50.<sup>6</sup> Cars and clerks shown on route 2001.<sup>7</sup> Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and by Saint Albans to Ogdens R. P. O., 24.10 miles.<sup>8</sup> 1 clerk detailed as transfer clerk, Concord, N. H.; 1 clerk detailed as transfer clerk, Saint Al-

bans, Vt.; 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed to office superintendent, Boston, Mass.

<sup>9</sup> Balance of route covered by White River Junction and Springfield R. P. O., 14.13 miles.<sup>10</sup> Parts of cars.<sup>11</sup> Reserve car. Part of a car.<sup>12</sup> Balance of route covered by Saint Albans and Ogdens R. P. O., 24.10 miles.<sup>13</sup> Covered by Saint Albans and Boston R. P. O., 24.50 miles, and Essex Junction and Boston R. P. O., 8.50 miles.<sup>14</sup> Balance of route covered by Essex Junction and Boston R. P. O., 52.69 miles.<sup>15</sup> Covered by Essex Junction and Boston R. P. O., 67.70 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		12	Miles. 23.44	11	Miles. 22	7	66,384	1	Ft. In. 21 4	Ft. In. 8 10	2	1	2
	July 1, 1881	26	23.27	25	20.97	7	103,188	2	17 10	8 11	3	1	3
	July 1, 1881	36	21	11	23	6	63,070	1	15 0	8 0	2	1	4
	July 1, 1881	50	20	67	24	6	15,042	1	14 10	6 6	2	1	2
	July 1, 1881	50	28	67	28	6	74,507	(*)	10 6	5 8	(*)		
\$1,225 00	July 1, 1881	67	34.18	127	24.50	6	15,148	1	42 6	9 0	8	2	20
4,800 00	July 1, 1881	53	24.50	31	29.40	6	15,148	1	42 8	8 9			
	July 1, 1881	67	27.82	127	22.58	6	59,907	101	34 4	6 11			
		53	24.51	31	26.79	6	59,907	101	35 1	6			
2,828 77	July 1, 1881	67	26.02	127	23.13	6	43,405	111	32	6 8			
1,451 20	July 1, 1881	53	22.14	31	26.02	6	43,405						
	July 1, 1881	67	30.00	127	30.00	6	22,523						
738 50	July 1, 1881	53	22.82	31	30.00	6	22,523						
	July 1, 1881	67	24.36	127	28.41	6	9,057						
1,801 00	July 1, 1881	53	24.36	31	31.58	6	9,057						
	July 1, 1881	67	27.81	127	34.02	6	16,100						
345 15		53	26.86	31	31.89	6	16,100						
		63	27.85	15	32.50	6	16,195	1	22 5	7 2	3	1	3
713.66		63	32.25	15	28.80	6	43,238	1	22 6	6 9			
557 55	July 1, 1881	63	30.58	15	30.00	6	33,923	101	18 8	6 4			
19 64	July 1, 1881	63	22.20	15	22.20	6	2,103						
53 41	July 1, 1881	63	30.24	15	27.48	6	4,300						
	July 1, 1883	1	13	2	13	6	32,045	1	7 1	5 10	1	1	1
	July 1, 1882	3	20	4	21	7	184,859	2	20 0	9 4	4	1	4
		3	21	4	24	6	29,485	2	12 7	9 4			
30,732 50	July 1, 1883	1	27	2	27	7	207,251	2	60 0	9	4	4	2056
		3	24	4	27	7	207,251	2	60 0	9	4	4	
		3	21	4	24	6	29,485	2	12 7	9 4			
	July 1, 1883	1	19	2	19	6	96,153	2	60 0	9 8	3	1	3
		607	21	608	21	7	55,046	2	12 6	7 8	3	1	3
	July 1, 1883	607	21	608	21	7	88,726	2	16 0	7 8	3	1	3
	July 1, 1883	21	22	4	22	6	38,968	21	13 6	9 0	3	1	3
		21	14	4	13	6	38,968	21	24 6	9 2	3	1	3
								21	8 11	6 4			
								21	18 6	9 3			

<sup>16</sup> Reserve car.<sup>17</sup> Balance of route covered by closed pouch service between North Bennington and Bennington, 4.78 miles. (See Table C.)<sup>18</sup> Double daily service between Saint Louis and Kansas City, Mo., 283.13 miles, and single daily service between Kansas City and Atchison, 47.07 miles.<sup>19</sup> Kansas City, Pleasant Hill and Joplin R. P. O. also runs over 37.50 miles of route 28001, between Kansas City and Pleasant Hill, Mo. Sedalia and Kansas City R. P. O. also runs over 11.50 miles of route 28001, between Kansas City and Independence, Mo.<sup>20</sup> 6 helpers; 5 clerks detailed to office superin-

tendent; 1 clerk detailed as chief clerk at large; 1 as chief clerk, Union Depot, Saint Louis; 1 as chief clerk at Kansas City; 1 as chief clerk at Denver; 1 as chief clerk at El Paso; 3 clerks detailed to transfer service, Union Depot, Saint Louis; 1 to transfer service, Kansas City; 1 to transfer service at Atchison; and one as assistant to chief clerk at Kansas City; and 1 detailed as chief examiner; 1 clerk on this line is an acting clerk.

<sup>21</sup> Reserve.<sup>22</sup> 75.28 miles distance on route 28002, covered by Saint Louis and Texarkana R. P. O.<sup>23</sup> Saint Louis to Duquoin.<sup>24</sup> Duquoin to Eldorado.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, regular to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Saint Louis, Mo., and Little Rock, Ark.</i> <sup>1</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Kansas City, Mo.</i> <sup>2</sup>	7	.....	.....	.....	.....	.....	.....
Saint Louis, La., and Kansas City, Mo.	7	324.07	East St. Louis, Ill., Kansas, Mo. (C. and A.).	28022	322.17	1,664	\$37,051 21
<i>Saint Louis, Moberly, and Kansas City, Mo.</i> <sup>3</sup>	7	276.80	St. Louis, Kansas City, Mo. (W., St. L. and P.).	28004	277.20	7,026	53,327 73
Saint Louis and Pierce City, Mo. <sup>4</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Springfield, Mo.</i> <sup>5</sup>	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis, Mo., and Texarkana, Ark.</i> <sup>10</sup>	7	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and So.).	28002 <sup>11</sup>	75.28	15,771	21,497 71
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and So.).	28026	414.20	13,140	89,926 34
<i>Saint Louis, Mo., and Halstead, Kans.</i> <sup>14</sup>	7	530.52	St. Louis, Pierce City, Mo., (St. L. and S. F.).	28003	287.20 <sup>15</sup>	4,236	36,735 75
			Pierce City, Mo., Halstead, Kans. (St. L., and S. F.).	28020	243.67	1,627	25,937 87
			St. Louis, Pierce City, Mo. <sup>17</sup>	28001 <sup>18</sup>	469.60	1,176	48,504 98
Saint Paul, Minn., and Bismarck, Dak. <sup>19</sup>	6	470.20	St. Paul, Minn., Bismarck, Dak. (North. Pac.).	25030	197.02	2,511	21,293 92
Saint Paul, Minn., and Elroy, Wis.	6	197.08	St. Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.).	28025	270.11	2,903	29,584 61
Saint Paul, Minn., and Sioux City, Iowa.	6	270.43	St. Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.).	28025	( <sup>20</sup> )	.....	.....
Saint Paul, Minn., and Sioux Falls, Dak.	6	240.57	St. Paul, Worthington, Minn. (Chi., St. P., Minn. and Om.).	28025	(part)	.....	.....
			Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. and Om.).	28020 <sup>21</sup>	62.72	294	3,036 97
Saint Vincent and Saint Paul, Minn.	6	389.65	St. Vincent, St. Cloud, Minn. (St. Paul, Minn. and Man.).	28004	316.69	3,730	38,557 00
			St. Cloud, Minneapolis, Minn. (St. Paul, Minn. and Man.).	28040	64.81	5,940	11,692 37
			Minneapolis, St. Paul, Minn. (St. Paul, Minn. and Man.).	28006	( <sup>22</sup> )	.....	.....
Salamanca, N. Y., and Kent, Ohio.	5	191.80	Salamanca, N. Y., Kent, Ohio. (N. Y., P. and O.).	21034	191.67	1,189	17,872 97
Salisbury and Warm Springs, N. C.	3	182.02	Salisbury, Warm Springs, N. C.	13006	183.67	541	15,861 74
Salina and McPherson, Kans.	7	37.07	Salina, McPherson, Kans. (S. and S. W.)	33028	37.07	166	1,584 74

<sup>1</sup> See Saint Louis and Texarkana R. P. O.<sup>2</sup> See Saint Louis and Atchison R. P. O.<sup>3</sup> Trains 41 and 42 run between Saint Louis, Mo., and Roodhouse, Ill., and trains 48 and 47 between Roodhouse, Ill., and Kansas City, Mo.<sup>4</sup> 1 helper between Saint Louis and Louisiana.<sup>5</sup> Reserve cars.<sup>6</sup> Double daily service on this line. Last year there was only single daily mail apartment service in this line.<sup>7</sup> 4 helpers; 1 clerk detailed to office of superintendent as porter.<sup>8</sup> Reserve car.<sup>9</sup> See Saint Louis and Halstead R. P. O.<sup>10</sup> Double daily service on this line. This line is divided at Little Rock, Ark., into Saint Louis and Little Rock R. P. O., 145.72 miles, and Little Rock and Texarkana R. P. O., 145.72 miles.<sup>11</sup> Saint Louis and Columbus R. P. O. also runs over route 28002 entire length.<sup>12</sup> 5 crews on day line and 5 on night line between Saint Louis and Little Rock, and 5 crews assigned to both day and night lines between Little Rock and Texarkana.<sup>13</sup> 6 helpers between Saint Louis and Walnut Ridge; 1 clerk detailed as chief clerk at Little Rock, Ark., and 1 clerk detailed to office superintendent; 2 of these clerks are acting clerks.<sup>14</sup> This line is divided at Springfield, Ill., into Saint Louis and Springfield R. P. O., 237.51 miles, and Springfield and Halstead R. P. O., 293.01 miles.<sup>15</sup> 73.61 miles of route (28003) between Pierce City, Mo., and Vinita, Ind. Ter., covered by Pierce City and Vinita R. P. O.<sup>16</sup> 1 clerk detailed as chief clerk at large; 2 helpers between Saint Louis and Rolla, Mo., on full car line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.		
		Miles.		Miles.					Ft. In.	Ft. In.		
	July 1, 1883	41	26	42	26	7	52,462	1	25 6	9 0	5	1
		48	26	47	26	7	184,757	1	23 1	8 11		
								1	25 8	8 9		
								1	19 6	9 3		
13,860 00	July 1, 1883	3	25	2	24	7	203,617	2	55 0	9 3	4	2
		5	23	4	23	6	173,376	2	55 0	9 3	4	2
								1	55 0	9 3		
4,893 20	July 1, 1883	601	23	602	23	7	55,105	5	49 3	9 0	15	2
		603	22	604	22	7	55,105					
26,923 00	July 1, 1883	601	23	602	23	7	304,834					
		603	22	604	22	7	304,834	5	55 0	9 2½		
7,180 00	July 1, 1883	3	23	4	24	7	210,238	6	50 0	9 0	9	1
6,091 75	June 30, 1883	3	24	4	25	7	178,103					
	July 1, 1883	1	22	2	23	7	210,238	3	22 0½	7 0½	4	1
		1	24	2	24	7	344,166	217	24 0	9 2	7	1
	July 1, 1883	2	22	1	22	6	123,372	1	24 5	9 1½	4	1
								1	23 7	9 2½		
	July 1, 1883	1	22	2	22	6	169,289	2	22 0	9 4		
								2	22 0	9 2	4	1
								21	24 2	8 9½		
		3	22	4	21	6	112,035	1	22 1	9 3½	4	1
	July 1, 1883	3	21	4	21	6	38,562	1	22 7½	9 3½		
	Apr. 1, 1884	2	20	1	20	6	197,816	23	40 0	8 9	6	1
	Jan. 21, 1884	2	28	1	23	6	40,064					
		2	17	1	13	6	6,041					
	July 1, 1880	3	26.16	12	26.78	7	141,398	3	30 0	9 6	4	1
	July 1, 1881	1	15.16	2	16.71	6	113,944	2	20 0	8 4	3	1
	July 1, 1882	145	13	146	14	7	27,135	1	19 10	8 8		

<sup>17</sup> Mail apartment, single, daily between Saint Louis and Pierce City, Mo., 237.21 miles in addition to full car service.

<sup>18</sup> This line was reported last year as Saint Paul, Minn., and Fargo, Dak., and Fargo and Bismarck, Dak., R. P. O's. These consolidated form present line.

<sup>19</sup> Balance of route (809.44 miles) covered by Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena, Mont., and Spokane Falls, Wash. Ter., R. P. O's.

<sup>20</sup> 11 cars in reserve. Cars run through to Portland, Oreg.

<sup>21</sup> 2 helpers between Saint Paul and Brainerd, Minn., 136 miles, and 1 helper between Saint Paul, Minn., and Bismarck, Dak., four days each week; 1 clerk detailed from Minneapolis, Minn., and Aberdeen, Dak., R. P. O.

<sup>22</sup> 1 clerk detailed to Chicago, Ill., and Portage Wis., R. P. O.

<sup>23</sup> Reserve.

<sup>24</sup> 1 helper between Saint Paul and Mankato, Minn., 86 miles, and 1 helper between Sioux City and Alton, Iowa, 42 miles.

<sup>25</sup> Distance (178.97 miles) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.

<sup>26</sup> Balance of route Sioux Falls to Salem, Dak. (39.63 miles), covered by closed pouches. (See Table C.)

<sup>27</sup> Whole cars.

<sup>28</sup> 1 helper between Saint Paul and Saint Cloud, Minn., 74 miles; 1 clerk detailed to transfer duty at Saint Paul, Minn.

<sup>29</sup> Distance (9.67 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.

<sup>30</sup> Mails handled in baggage car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Salt Lake and Juab, Utah...	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 (part)	105.03	Pounds. 861	\$8,351 96
San Antonio and Del Rio, Tex. <sup>2</sup>	7	-----	-----	-----	-----	-----	-----
San Antonio and Laredo, Tex. <sup>2</sup>	7	-----	-----	-----	-----	-----	-----
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.)	21012	131.35	757	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Springfield, Cincinnati, Ohio (C., C. C. and I. Rwy.)	21042 (part)	( <sup>a</sup> )	( <sup>a</sup> )	( <sup>a</sup> )
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Ohio, Muncie, Ind. (L. E. and W.)	21020 (part)	180.89	428	11,135 59
			Sandusky, Newark, Ohio (Balt. and Ohio).	21010	116.88	7,900	20,256 52
			Newark, Ohio, Benwood, W. Va. (Balt. and Ohio).	21001 (part)	( <sup>a</sup> )	( <sup>a</sup> )	( <sup>a</sup> )
			Benwood, Wheeling, W. Va. (Balt. and Ohio).	10003 (part)	( <sup>a</sup> )	( <sup>a</sup> )	( <sup>a</sup> )
Sanford and Tampa, Fla....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy.)	18007	116.39	446	6,793 43
San Francisco and Los Angeles, Cal.	8	482.38	San Francisco, Port Costa, Cal.	46001 (part)	( <sup>11</sup> )	( <sup>11</sup> )	( <sup>11</sup> )
			Port Costa, Lathrop, Cal....	46032	62.23	3,220	9,151 54
			Lathrop, Goshen, Cal. (Central Pacific).	46010	146.35	3,305	21,397 83
			Goshen, Los Angeles, Cal. (So. Pacific).	46014 (part)	241.63	2,710	26,610 71
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83.15	682	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>15</sup>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific).	46001 (part)	( <sup>16</sup> )	( <sup>16</sup> )	( <sup>16</sup> )
			Port Costa, Lathrop, Cal....	46032	( <sup>16</sup> )	( <sup>16</sup> )	( <sup>16</sup> )
			Lathrop, Goshen, Cal. (Cent. Pac.).	46010	( <sup>16</sup> )	( <sup>16</sup> )	( <sup>16</sup> )
			Goshen, Tulare, Cal. (So. Pac.).	46014	( <sup>16</sup> )	( <sup>16</sup> )	( <sup>16</sup> )
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsh'gh Div. Del., Lack. and West.).	8017	80.69	1,110	7,262 30
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.).	28033	88.19	335	4,599 99
			Independence, Kansas City, Mo. (Mo. Pac.).	28001 (part)	( <sup>17</sup> )	( <sup>17</sup> )	( <sup>17</sup> )
Sedalia, Mo., and Parsons, Kans. <sup>18</sup>	7	-----	-----	-----	-----	-----	-----
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71.75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'cy).	23014	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.18	494	5,006 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	Miles. 24.70	6	Miles. 24.24	7	77,577	2	Ft. In. 15 0	Ft. In. 9 0	2	1	2
	July 1, 1880	3	21.66	4	20.00	6	82,225	2	15 0	9 6	4	1	4
		3	22.86	4	26.65	6	49,973						
	July 1, 1880	1	25.22	2	24.63	6	111,785	2	12 0	7 4	3	1	3
	July 1, 1880	3	20.87	2	24.19	7	85,095	2	14 0	7 8			
		3	25.24	2	26.85	7	77,614	3	20 0	9 0	4	1	5
		3	25.24	2	26.85	7	2,994						
	Feb. 13, 1884	1	19	2	19	6	72,146	2	7 8	5 4	2	1	2
\$804 25		19	20.31	20	20.10	7	23,548	101	14 3	7 6			
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	106	55 1½	9 5½	7	1	109
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142	8 0	7 6	1	1	1
	July 1, 1881	7	21.49	8	19.28	6	52,051						
	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
		17	20.31	18	20.10	6	20,138	2	21 10½	9 5½	3	1	8
		17	21	18	33	6	38,955						
		17	26	18	27.10	6	90,615	1	16 2	8 3	2	1	2
	July 1, 1881	5	25	2	25	6	6,760						
							50,381	101	15 5	8 2			
	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
		43	20	44	20	7	8,418						
	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10	1	1	1
	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10	1	1	1
	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	102

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.<sup>10</sup> Reserve car.<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 32.17 miles.<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.<sup>13</sup> 2 helpers.<sup>14</sup> 1 reserve car.<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.<sup>18</sup> See Hannibal and Denison R. P. O.<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
Salt Lake and Juab, Utah.	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 <sup>1</sup> (part)	105.03	<i>Pounds.</i> 861	\$8,351 98
San Antonio and Del Rio, Tex. <sup>2</sup>	7	-----	-----	-----	-----	-----	-----
San Antonio and Laredo, Tex. <sup>3</sup>	7	-----	-----	-----	-----	-----	-----
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C. C., C. and I. Rwy.).	21012 21042 (part)	131.35 ( <sup>4</sup> )	757 ( <sup>5</sup> )	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.).	21020 (part)	180.89	428	11,135 50
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio). Benwood, Wheeling, W. Va. (Balt. and Ohio).	21010 21001 (part) 10008 (part)	116.88 ( <sup>6</sup> ) ( <sup>6</sup> ) ( <sup>6</sup> )	7,900 ( <sup>6</sup> ) ( <sup>6</sup> )	20,256 52
Sanford and Tampa, Fla. ....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy.).	16007 (part)	116.39	446	6,793 43
San Francisco and Los Angeles, Cal.	8	482.38	San Francisco, Port Costa, Cal. Port Costa, Lathrop, Cal. ... Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	( <sup>11</sup> ) 62.23 146.35 241.63	----- 3,220 3,305 2,710	( <sup>11</sup> ) 9,151 54 21,397 83 26,610 71
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031 (part)	83.15	682	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002 (part)	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>12</sup>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal. ... Lathrop, Goshen, Cal. (Cent. Pac.). Goshen, Tulare, Cal. (So. Pac.).	46001 46032 46010 46014 (part)	( <sup>14</sup> ) ( <sup>14</sup> ) ( <sup>14</sup> ) ( <sup>14</sup> )	----- ----- ----- -----	( <sup>14</sup> ) ( <sup>14</sup> ) ( <sup>14</sup> ) -----
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017 (part)	80.89	1,110	7,262 30
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008 (part)	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28033 28001 (part)	88.19 ( <sup>17</sup> )	335 ( <sup>17</sup> )	4,599 99
Sedalia, Mo., and Parsons, Kans. <sup>13</sup>	7	-----	-----	-----	-----	-----	-----
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006 (part)	71.75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009 (part)	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017 (part)	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'cy.).	23014 (part)	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019 (part)	79.13	494	5,008 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Train No. outward.	Average speed.	Train No. inward.	Average speed.	Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Length.	Width.	Inside dimensions of cars or apartments (cars paid for in black figures).	Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
	July 1, 1881	1	24.70	6	24.24	7	77,577	2	15 0	9 0		2	1	2
	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	4	1	4	
		3	22.86	4	26.65	6	49,973							
	July 1, 1880	1	25.22	2	24.63	6	111,785	3	12 0	7 4	3	1	3	
	July 1, 1880	3	20.87	2	24.19	7	85,095							
		3	25.24	2	26.85	7	77,614	3	20 0	9 0	4	1	75	
		3	25.24	2	26.85	7	2,994							
	Feb. 13, 1884	1	19	2	19	6	72,146	2	7 8	5 4	2	1	2	
\$804 25		19	20.31	20	20.10	7	23,548							
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	106	53 12	9 5½	7	1	109	
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128							
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142	8 0	7 6	1	1	1	
	July 1, 1881	7	21.49	8	19.28	6	52,051							
	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3	
		17	20.31	18	20.10	6	20,138							
		17	21	18	33	6	38,955	2	21 10½	9 5½	3	1	8	
		17	26	18	27.10	6	90,615							
		17	21.60	18	30.84	6	6,760	1	16 2	8 3	2	1	2	
July 1, 1881		5	25	2	25	6	50,381							
	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0		1	1	1
	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5		2	1	2
		43	20	44	20	7	8,418							
	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10		1	1	1
	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8		2	1	2
	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4		1	1	1
	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10		1	1	1
	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6		1	1	102

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.<sup>10</sup> Reserve car.<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 32.17 miles.<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.<sup>13</sup> 2 helpers.<sup>14</sup> 1 reserve car.<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.<sup>18</sup> See Hannibal and Denison R. P. O.<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds.</i>	
Salt Lake and Juab, Utah.	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 <sup>1</sup> (part)	105.03	861	\$8,351 98
San Antonio and Del Rio, Tex. <sup>2</sup>	7	-----	-----	-----	-----	-----	-----
San Antonio and Laredo, Tex. <sup>3</sup>	7	-----	-----	-----	-----	-----	-----
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C. C., C. and I. Rwy.).	21012 21042 (par.)	131.35	757	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.).	21020 (part)	180.89	428	11,135 59
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio). Benwood, Wheeling, W. Va. (Balt. and Ohio).	21010 21001 (part) 10003 (part)	116.88	7,900	20,256 52
Sanford and Tampa, Fla. ....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy.).	18007	116.39	446	6,798 43
San Francisco and Los Angeles, Cal.	8	482.38	San Francisco, Port Costa, Cal. Port Costa, Lathrop, Cal. .... Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	62.23 146.35	3,220 3,305	9,151 54 21,297 83
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83.15	662	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. <sup>15</sup>	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal. .... Lathrop, Goshen, Cal. (Cent. Pac.). Goshen, Tulare, Cal. (So. Pac.).	46001 (part) 46032 46010 46014 (part)	80.89	1,110	7,263 30
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017	80.89	1,110	7,263 30
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28083 28001 (part)	88.19	835	4,599 99
Sedalia, Mo., and Parsons, Kans. <sup>16</sup>	7	-----	-----	-----	-----	-----	-----
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71.75	263	2,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'oy.).	23014	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.13	494	5,006 55

<sup>1</sup> Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C\*.)

<sup>2</sup> See Houston and Del Rio R. P. O.

<sup>3</sup> See Palestine and Laredo R. P. O.

<sup>4</sup> These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

<sup>5</sup> Covered by Cleveland and Cincinnati R. P. O. 80 miles.

<sup>6</sup> These five cars include those running on Muncie and Bloomington R. P. O.

<sup>7</sup> One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

<sup>8</sup> Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	Miles 24.70	6	Miles 24.24	7	77,577	2	Ft. In. 15 0	Ft. In. 9 0	2	1	2
	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	4	1	4
		3	22.86	4	28.65	6	49,973						
	July 1, 1880	1	25.22	2	24.63	6	111,785	2	12 0	7 4	3	1	3
	July 1, 1880	3	20.87	2	24.19	7	85,095	3	14 0	7 8	4	1	75
		3	25.24	2	26.85	7	77,614						
		3	25.24	2	26.85	7	2,994	2	7 8	5 4	2	1	2
	Feb. 13, 1884	1	19	2	19	6	72,146						
\$804 25		19	20.31	20	20.10	7	23,548	101	14 3	7 6			
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	106	55 12	9 52	7	1	129
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142	8 0	7 6	1	1	1
	July 1, 1881	7	21.49	8	19.28	6	52,051						
	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
		17	20.31	18	20.10	6	20,138	2	21 10 1/2	9 52	3	1	8
		17	21	18	33	6	38,955						
		17	26	18	27.10	6	90,615	1	16 2	8 3	2	1	2
	July 1, 1881	5	25	2	25	6	6,760						
		5	25	2	25	6	50,381	101	15 5	8 2			
	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
		43	20	44	20	7	8,418						
	Apr. 1, 1883	1	18	2	19	6	44,964	1	12 0	6 10	1	1	1
	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
	July 1, 1883	98	24	94	25	6	28,964	1	7 8	6 10	1	1	1
	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	12

<sup>9</sup> Covered by Grafton and Wheeling R. P. O. 4 miles.<sup>10</sup> Reserve car.<sup>11</sup> Covered by Ogden and San Francisco R. P. O. 32.17 miles.<sup>12</sup> 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.<sup>13</sup> 2 helpers.<sup>14</sup> 1 reserve car.<sup>15</sup> This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.<sup>16</sup> Covered by San Francisco and Los Angeles R. P. O.<sup>17</sup> 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.<sup>18</sup> See Hannibal and Denison R. P. O.<sup>19</sup> 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						Pounds.	( <sup>1</sup> )
Sheffield and Erie, Pa. ....	2	79.59	Erie, Sheffield, Pa. (P. and E. Div. Penn.).	8022	( <sup>1</sup> )		( <sup>1</sup> )
Shingle Springs and Sacramento, Cal.	8	48.75	Shingle Springs, Sacramento, Cal. (Sac. Valley).	46005	48.75	396	\$2,750 96
Sidney and Havana, Ill. ....	6	112.38	Sidney, Havana, Ill. (Wab., St. L. and Pac.).	23029	112.47	390	6,251 08
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (Sioux City & Pac.).	27029	76.18	2,769	10,551 69
Sioux City, Iowa, and Omaha, Nebr.	6	128.93	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.).	34003	127.12	587	8,586 95
Sioux City, Iowa, and Yankton, Dak.	6	62.60	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. and St. Paul).	35001	62.10	538	4,829 03
Sioux Falls, Dak., and Sioux City, Iowa.	6	91.18	Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. Paul).	27034	70.36	853	5,534 51
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. Paul).	35001 (part)	( <sup>9</sup> )		( <sup>9</sup> )
Skowhegan and Portland, Me. <sup>2</sup>	1	103.00	Skowhegan, Portland, Me. (Me. Central).	5	102.56	755	7,629 43
Slatington and Reading, Pa.	2	43.63	Slatington, Reading, Pa. (S. and L. Br'ch Phila. and Read.).	8089	43.73	146	1,869 45
Smithville and Blakeley, Ga.	4	73.54	Smithville, Albany, Ga. (S. W.).	15039	24.07	451	1,461 28
			Albany, Blakeley, Ga. (S. W.).	15040	50.06	142	2,140 06
Sodus Point and Stanley, N. Y.	2	33.74	Sodus Point, Stanley, N. Y. (Sodus Bay and So.).	6090	34.00	87	1,453 50
South Amboy, N. J., and Philadelphia, Pa. <sup>12</sup>	2	62.92	South Amboy, Jamesburgh, N. J. (Amboy Div. Penn.).	7047	14.20	454	801 30
			Jamesburgh, N. J., Philadelphia, Pa. (Amboy Div. Penn.).	7005 <sup>13</sup> (part)	47.64	642	3,339 33
South Londonderry and Brattleboro', Vt.	1	36.47	South Londonderry, Brattleboro', Vt. (Ct. Vermont).	2016	36.15	524	2,349 02
South Lyon, Mich., and Toledo, Ohio.	9	61.90	South Lyon, Mich., Toledo, Ohio (Tol., A. A. & G. T.).	24020	61.26	354	3,247 39
Sparta and Viroqua, Wis.	6	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. Paul).	25034	35.83	281	1,746 35
Springfield and Grafton, Ill. <sup>14</sup>	6	85.30	Springfield, Bates, Ill. (Wab., St. L. and Pac.).	21019 (part)	( <sup>14</sup> )		( <sup>14</sup> )
			Bates, Grafton, Ill. (Wab., St. L. & Pac.).	23063	71.93	290	3,505 86
Springfield, Mo., and Hastings, Kans. <sup>15</sup>	7						
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	33.01	155	1,411 17
Springfield and Wellston, Ohio.	5	118.89	Springfield, Wellston, Ohio (Ohio Sou.).	21058	118.89	226	5,285 84
State Line (N. O.), and Rhinecliff, N. Y.	2	41.16	State Line, Boston Corners, N. Y. (Pough., Hart. and Boston).	6079 <sup>16</sup> (part)	6.50	177	292 14
			Boston Corners, Rhinecliff, N. Y. (Hart. and Conn. Western).	6097	35.70	302	1,770 36
Statesville and Charlotte, N. C.	3	45.14	Statesville, Charlotte, N. C. (A., T. and O.).	13009	49.38	2,026	2,279 87

<sup>1</sup> 78.80 miles covered by Williamsport and Erie R. P. O. (long run).<sup>2</sup> See Williamsport and Erie R. P. O.<sup>3</sup> Sidney to White Heath.<sup>4</sup> Lodge to Havana.<sup>5</sup> Reserve.<sup>6</sup> Sioux City to Elk Point.<sup>7</sup> Elk Point to Yankton.<sup>8</sup> Distance (20.62 miles) covered by Sioux City, Iowa, and Yankton, Dak., R. P. O.<sup>9</sup> The North Anson and Lewiston clerk runs from Oakland to Lewiston and return, and the Farmington and Lewiston clerk runs from Lewiston to Portland and return as assistant to Skowhegan and Portland clerks. These clerks run in connection with the Augusta and Portland clerk, the 3 clerks performing the service of the two R. P. O's.<sup>10</sup> Clerk records arrival and departure at Slatington by slips.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		17 20	18 24	6	49,823	1 15 0	8 0	1	( <sup>2</sup> )				
	Apr. 16, 1883	2 15.49	1 14.34	6	30,517	1 6 6	6 0	1	1	1			
	Mar. 19, 1884	<sup>277</sup> 12	278 11	}	6	70,350	2 12 0	9 8	2	1	2		
	July 1, 1883	<sup>277</sup> 2 25	278 11		6	47,638	1 17 9	9 6	2	1	2		
	July 1, 1883	1 18	2 18	6	80,710	<sup>41</sup> 2 11 9	9 4	2	1	2			
	July 1, 1883	<sup>44</sup> 23	3 21	}	6	39,187	1 13 7	7 6	1	1	1		
		<sup>74</sup> 24	3 24		6								
	July 1, 1883	1 23	2 22	6	44,045	1 20 2	9 4	1	1	1			
		1 23	2 22	6	13,033	<sup>41</sup> 1 13 1	8 9						
\$1,601 98	July 1, 1881	12 23.56	13 23.11	6	64,478	1 42 4	9 0	2	1	2			
	July 1, 1881	1 22	4 22	6	27,313	1 42 0	8 9	1	1	<sup>101</sup>			
		25 22	26 22	6	14,699	} <sup>111</sup> 1	10 9	8 7	} 1	1	1		
	Oct. 1, 1882	25 12	26 12	6	31,337		15 9	8 2					
	July 1, 1881	1 14	4 15	6	21,122	1 7 4	6 10	1	1	1			
	July 1, 1882	315 25	318 26	6	8,402	1 11 0	8 0	1	1	2			
		339 26	306 25	6	8,402	1 8 0	8 0	1	1				
	July 1, 1882	315 24	318 16	6	30,985	(14)			(14)				
		339 13	306 22	6	30,986		(14)						
	July 1, 1881	1 13.08	2 13.08	6	22,830	<sup>111</sup> 1 6 0	7 0	1	1	1			
						<sup>111</sup> 1 8 5	5 6	1	1	1			
	Apr. 4, 1881	5 22.18	2 22.18	6	38,755	1 10 2	5 8	1	1	1			
	July 1, 1883	33 13	34 13	6	22,317	1 12 0	9 0	1	1	1			
						1 11 8	7 4	1	1	1			
			505 16	504 24	6	8,370	1 20 0	9 4	2	1	2		
	Mar. 19, 1884	505 20	504 20	6	45,028								
	July 1, 1881	179 22.51	180 22.51	6	20,213	1 14 10	7 7	1	1	1			
	Apr. 1, 1883	181 23.17	182 22.51	6	20,213	1 14 0	7 0	2	1	2			
	July 1, 1881	2 17.78	1 16.58	6	74,425	2 14 0	7 0	2	1	2			
	July 1, 1881	13 28	10 28	6	4,041	1 10 6	6 6	1	1	<sup>191</sup>			
	July 1, 1881	13 27	10 27	6	21,725	( <sup>20</sup> )		( <sup>20</sup> )					
	Apr. 1, 1883	1 16	2 14.66	6	28,258	1 21 5	9 2	1	1	1			

<sup>11</sup> Reserve car.<sup>12</sup> Double daily service.<sup>13</sup> Balance of route (5.69 miles) covered by Monmouth Junction and Manassquan R. P. O.<sup>14</sup> Cars and clerks shown on route 7047.<sup>15</sup> This line was reported last year as Springfield, and Jerseyville, Ill., R. P. O. Increased distance run this year, 16.01 miles.

Distance (13.37 miles) covered by La Fayette

Ind., and Quincy, Ill., R. P. O.

<sup>17</sup> See Saint Louis and Halstead R. P. O.<sup>18</sup> 38.33 miles covered by Boston Corners and Poughkeepsie R. P. O.; extended August 14, 1883; increased 6.83 miles.<sup>19</sup> Clerk records arrival and departure at State Line by slips.<sup>20</sup> Car and clerk shown on route 6079.

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						<i>Pounds.</i>	
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Burl. and Q'cy). Barstow, Rock Island, Ill. (Chi., Burl. and Q'cy).	23084 23005	40.53 ( <sup>1</sup> )	284	\$1,801.96 ( <sup>1</sup> )
Stevens Point and Portage, Wis.	6	73.84	Stevens Point, Portage, Wis. (Wis. Central.).	25015	73.51	445	4,399.57
Stoneboro' and New Castle, Pa. <sup>2</sup>	2	36.49	Stoneboro', New Castle, Pa. (River Div. Buff., N. Y. and Phila.).	8096	35.66	252	1,653.19
Stony Point and New York, N. Y.	2	42.88	Stony Point, New York, N. Y. (N. J. and N. Y.).	7024	42.24	334	2,203.23
Streator and Forest, Ill.	6	37.40	Streator, Fairbury, Ill. (Wab., St. L. and Pac.). Fairbury, Forest, Ill. (Wab., St. L. and Pac.).	23043 23027	31.98 ( <sup>3</sup> )	260	1,504.01 ( <sup>3</sup> )
Summit Lake and Milwaukee, Wis.	6	225.46	Summit Lake, Eland, Wis. (Mil., L. Shore and West.). Eland, Manitowoc, Wis. (Mil., L. Shore and West.). Manitowoc, Milwaukee, Wis. (Mil., L. Shore and West.).	25050 <sup>6</sup> (part) 25049 <sup>6</sup> (part) 25018 <sup>6</sup> (part)	37.23 110.80 77.63	457 687 1,395	2,280.23 7,943.29 7,898.85
Sumner and Hampton, Iowa.	6	65.33	Sumner, Hampton, Iowa (Dub. and Dak.).	27051	65.89	499	4,168.86
Sunbury and Lewistown, Pa.	2	51.08	Sunbury, Selins Grove Junction, Pa. (No. Central). Selins Grove Junction, Lewistown, Pa. (Lewistown Div. Penna.).	10002 8108	( <sup>10</sup> ) 45.00	( <sup>10</sup> ) 179	( <sup>10</sup> ) 1,923.75
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Br'ch N. Y. C. and H. R.).	6016	24.25 (part)	1,159	2,218.63
Switz City and Bedford, Ind.	5	41.29	Switz City, Bedford, Ind. (Bed. and Bloom.).	22036	41.29	97	1,765.14
Switz City, Ind., and Effingham, Ill.	6	89.14	Switz City, Ind., Effingham, Ill. (Spr., Eff., So. East. and Bloom.).	23026	89.47	177	3,824.84
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (Aub. Br'ch N. Y. C. and H. R.).	6013	( <sup>14</sup> )	( <sup>14</sup> )	( <sup>14</sup> )
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.).	6071	44.11	297	2,187.41
Tacoma and Portland	8	145	Tacoma, Wash., Portland, Oreg. (No. Pac.).	43001	105 <sup>14</sup>	812	6,463.80
Tama City and Hawarden, Iowa. <sup>14</sup>	6	243.34	Tama City, Eagle Grove, Ia. (Chi. and No. West.). Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	27052 <sup>19</sup> 27070 <sup>10</sup>	98.40 145.06	788 927	7,488.24 11,905.07
Tamaroa and Chester, Ill.	6	40.79	Tamaroa, Chester, Ill. (St. Louis Coal).	23047	41.76	640	2,927.79
Tehama and Davisville, Cal.	8	124.88 <sup>20</sup>	Tehama, Davisville, Cal. (Northern).	46022	111.67	486	6,170.44
Temple and Lampasas, Tex.	7	56.98	Temple, Lampasas, Tex. (G. C. and S. F.).	31027 22012	56.10 <sup>21</sup> (part)	792	4,269.21
Terre Haute and Evansville, Ind.	5	110.45	Terre Haute, Evansville, Ind. (Evans. and Terre Haute).		110.45	1,780	13,126.98

<sup>1</sup> Distance (11.90 miles) covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.<sup>2</sup> Included last year in Buffalo and New Castle, R. P. O.<sup>3</sup> Reserve car.<sup>4</sup> Clerk records arrival and departure at Stony Point by slips.<sup>5</sup> Distance (5.42 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O.<sup>6</sup> Balance of route, Watomet to Summit Lake, Wis. (68 miles), covered by closed pouches. (See Table C.)<sup>7</sup> One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.<sup>8</sup> Balance of route, Eland to Wausau, Wis. (23.01 miles), covered by closed pouches. (See Table C.)<sup>9</sup> Balance of route, Two Rivers to Manitowoc, Wis. (7.33 miles), covered by closed pouches. (See Table C.)<sup>10</sup> 4.90 miles covered by Williamsport and Baltimore R. P. O.<sup>11</sup> Car and clerk shown on route 1002.<sup>12</sup> Balance of route (4.75 miles) covered by Oswego and Suspension Bridge R. P. O.<sup>13</sup> Double daily service. This clerk is detailed from Albany and Rochester R. P. O., and runs in baggage car in charge of registered pouches between Buffalo, N. Y., P. O. and the Suspension Bridge, N. Y., P. O. and the Great West.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.	Ft.	In.	
.....	July 1, 1883	31	27	32	22	6	25,372	1	10	8	6	7	1 1 1
.....		31	18	32	16	6	7,440						
.....	July 1, 1883	8	23	7	23	6	46,224	1	15	2	7	7	1 1 1
.....	July 1, 1881	1	19	2	20	6	22,843	1	15	2	8	6	1 1 1
.....	July 1, 1881	16	17	1	21	6	26,844	<sup>12</sup>	8	0	10	0	1 1 <sup>41</sup>
.....	July 1, 1883	251	20	250	20	6	20,019	1	12	0	9	8	1 1 1
.....		251	16	250	25	6	3,393						
.....	July 1, 1883	2	21	1	21	6	23,307	3					
.....	July 1, 1883	2	20	1	21	6	69,235		24	8	9	4	3 1 <sup>74</sup>
.....	July 1, 1883	2	26	1	22	6	48,596						
.....	July 1, 1883	2	17	1	12	6	40,896	1	12	0	7	0	1 1 1
.....		3	20	2	20	6	3,189	1	6	6	6	6	1 1 1
.....	July 1, 1881	3	24	2	23	6	28,837	(11)					(11)
.....	July 1, 1881	16	30	19	26	6	15,244	(13)					<sup>13</sup> 1
.....		26	26	31	24	6	15,244	(15)					
.....	July 1, 1880	2	13.66	1	13.13	6	25,847	1	6	7	4	6	1 1 1
.....	July 1, 1883	2	10	1	14	6	55,802	2	8	6	5	6	2 1 2
.....		9	24	8	24	6	65,549	<sup>12</sup>	21	0	8	4	2 2 4
.....	July 1, 1881	1	20	4	20	6	27,831	<sup>11</sup> 1	15	0	10	0	1 1 1
.....	July 1, 1881	2	17.16	1	17.16	6	90,770	2	8	0	6	0	3 1 3
.....	July 1, 1883	5	20	6	20	6	61,598	2	24	0	9	3	4 1 4
.....	Apr. 16, 1884	5	22	6	22	6	90,733						
.....	July 1, 1883	18	15	19	15	6	25,534	<sup>13</sup> 1	14	0	6	6	1 1 1
.....	Apr. 6, 1883	20	23.77	19	23.77	6	78,174	2	10	0	7	6	2 1 2
.....	Sept. 1, 1883	1	23	2	23	7	41,709	<sup>12</sup> 2	8	6	6	6	
.....	July 1, 1880	1	26.55	6	26.55	6	68,142	1	20	6	9	0	1 1 1
.....									17	4	8	8	2 1 <sup>12</sup> 2

Railway clerks of Canada. (See Albany and Rochester R. P. O.).

<sup>4</sup>104 miles covered by Albany and Rochester R. P. O.<sup>12</sup>Steamboat service between Portland and Kalama, 40 miles.<sup>13</sup>This line was reported last year as Tama City and Algona, Iowa, and Eagle Grove and Hawarden, Iowa R. P. O's. The former curtailed to end at Eagle Grove, Iowa, and consolidated with the latter form the present line.<sup>15</sup>Balance of route (66.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.<sup>16</sup>Balance of route, Iroquois, Dak., to Hawarden, Iowa (126.37 miles), covered by closed pouches. (See table C'.)<sup>17</sup>Reserve.<sup>18</sup>Clerks run to and registered at Sacramento.<sup>21</sup>219 miles of route 31027 between Temple and Galveston, Tex., covered by Fort Worth and Galveston R. P. O.<sup>22</sup>One car in reserve.<sup>23</sup>One clerk detailed transfer clerk Evansville, Ind. Clerks record arrival and departure at depot Terre Haute, but accompany mail to P. O.



TABLE A.—Statement of railway post-offices in operation.

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Terre Haute, Ind., and Peoria, Ill.	6	178.90	Terre Haute, Ind., Peoria, Ill. (Ill. Midland.).	23048	177.96	226	\$7,912 10
Terre Haute and Worthington, Ind.	5	40.63	Terre Haute, Worthington, Ind. (T. H. and S. East).	22030	40.63	223	1,771 87
Texarkana, Ark., and Dallas, Tex. <sup>1</sup>	7						
Texarkana, Ark., and El Paso, Tex. <sup>2</sup>	7	869.22	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 <sup>4</sup>	72.26	7,905	14,580 62
			Marshall, El Paso, Tex. (T. and P.).	31009 (part)	794.47 <sup>6</sup>	1,072	61,910 57
Texarkana, Ark., Houston, Tex. <sup>7</sup>	7	330.63	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 (part)	( <sup>8</sup> )	.....	( <sup>9</sup> )
			Marshall, Longview, Tex. (T. and P.).	31009 (part)	( <sup>10</sup> )	.....	( <sup>10</sup> )
			Longview, Houston, Tex. (I. and G. N.).	31006 <sup>11</sup>	236.23	3,650	35,751 04
Texarkana, Ark., and McGregor, Tex.	7	278.30	Texarkana, Ark., McGregor, Tex. (T. and St. L.).	31025 (part)	278 <sup>12</sup>	550	17,038 78
Texarkana, Ark., and Whitesborough, Tex. <sup>14</sup>	7	173.67	Texarkana, Ark., Whitesborough, Tex. (T. and P.).	31011 (part)	173.67	985	14,701 16
Toccoa and Elberton, Ga.	4	51.45	Toccoa, Elberton, Ga. (E. A. L.).	15026	50.42	151	2,155 45
Toledo, Ohio, and Allegan, Mich. <sup>15</sup>	9	157.64	Toledo, Ohio, Allegan, Mich. (Mich. and Ohio).	24019	157.64	214	6,417 03
Toledo and Bush, Ohio <sup>16</sup>	5	177.49	Toledo, Ohio, Bush, Ohio (n. o.) (Ohio Cent.).	21055	146.8 <sup>1</sup>	251	6,780 06
			Columbus, Ohio, C. H. V. and T. Jct. (n. o.) (Ohio Cent.).	21068 (part)	( <sup>19</sup> )	.....	( <sup>19</sup> )
<i>Toledo, Ohio, and Chicago, Ill.</i>	9	244.99	Toledo, Ohio, Chicago, Ill. (L. S. and M. S.).	6052 (part)	( <sup>20</sup> )	658.21	( <sup>20</sup> )
<i>Toledo and Cincinnati, Ohio</i>	5	202.54	Toledo, Dayton, Ohio (Day. and Mich.).	21023	142.95	268	18,700 71
			Dayton, Cincinnati, Ohio (C., H. and D.).	21026	60.41	1,984	7,945 72
Toledo and Columbus, Ohio. <sup>24</sup>	5	125.38	Toledo, Columbus, Ohio, (C., H. V. and T.).	21053	125.38	537	8,147 19
Toledo, Delphos and Cincinnati, Ohio.	5	229.72	Toledo, Dodds, Ohio (Tol., Cin. and St. L.).	21061	192.55	296	9,548 55
			Dodds, Cincinnati, Ohio (T., C. and St. L.).	21078	36.20	412	2,073 88
Toledo and Mansfield, Ohio.	5	87.98	Toledo, Mansfield, Ohio (No. West. Ohio).	21043	87.98	467	5,416 04
Toledo and Marietta, Ohio.	5	262.34	Toledo, Zoar Station, Ohio (Wheel. and L. E.).	21080	155.08	343	8,088 97
			Zoar Station, Marietta, Ohio, (Cleve. and Marietta.).	21040	105.72	305	4,870 72 <sup>26</sup>
<i>Toledo, Ohio, and Saint Louis, Mo.<sup>27</sup></i>	5	203.84 <sup>28</sup>	Toledo, Ohio, Decatur, Ill. (Wash., St. L. and Pac.).	21019 (part)	325.50	6,975	38,897 71
		436.98	Decatur, East Saint Louis, Ill. (Wab., St. L. and Pac.).	23023	( <sup>30</sup> )	.....	( <sup>30</sup> )

<sup>1</sup> One clerk detailed to transfer duty at Peoria, Ill.<sup>2</sup> See Texarkana and El Paso R. P. O.<sup>3</sup> This line is divided at Dallas, Tex., into Texarkana and Dallas R. P. O., 221.83 miles, and Dallas and El Paso R. P. O., 647.39 miles.<sup>4</sup> Texarkana and Houston R. P. O. runs over 71.26 miles of route 31010, between Texarkana and Marshall, and 23 miles of route 31009, between Marshall and Longview, Tex.<sup>5</sup> 1 helper between Texarkana and Marshall.<sup>6</sup> 40 miles of route 31009, between Shreveport and Marshall, covered by New Orleans and Marshall R. P. O.<sup>7</sup> Trains 302 and 303 run between Texarkana and Longview, and trains 452 and 453 between Longview and Houston.<sup>8</sup> 71.26 distance on route 31010 covered by Texarkana and El Paso R. P. O.<sup>9</sup> 1 clerk detailed as assistant to chief clerk, Houston, Tex.<sup>10</sup> 23 miles distance on route 31009 covered by Texarkana and El Paso R. P. O.<sup>11</sup> Denison, Troup and Houston R. P. O. also runs 197 miles on route 31006, between Troup and Houston.<sup>12</sup> 26.42 miles of route 31025, between McGregor and Gatesville, Tex., covered by closed-pouch service. (See table C.)<sup>13</sup> Reserve cars.<sup>14</sup> Reported last year as Texarkana, Whitesborough, and Fort Worth R. P. O. Decrease distance 71 miles.<sup>15</sup> Established April 14, 1884.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	1	<i>Miles.</i> 19	2	<i>Miles.</i> 19	6	110,739	2	<i>Ft. In.</i> 12 0	<i>Ft. In.</i> 9 0	3	1	14
	July 1, 1880	1	16.33	2	17.52	6	25,435	1	11 5	6 10	1	1	1
	July 1, 1882	301	20	304	20	7	51,606	5	21 0	9 0	12	1	13
	July 1, 1882	301	20	304	23	7	584,663	1	21 4	9 6			
								1	24 7	9 1			
		303	22	302	23½	7	51,606	2	17 0	9 0			
								2	21 0	9 6	4	1	5
		303	22	302	23½	7	16,836	1	23 8	9 5			
	July 1, 1882	453	22	452	23½	7	173,579						
	July 1, 1882	1	17½	2	16½	7	203,716	3	23 0	8 6	4	1	4
	July 1, 1882	331	17½	332	19	7	127,126	123	12 0	7 6			
								2	20 7	7 1	3	1	3
								1	17 0	9 0			
	July 1, 1880	1	14	2	14	6	32,208	1	10 6	5 8	1	1	1
	Mar. 20, 1884	31	33.11	32	23.69	6	21,123	163	15 2	7 3	2	1	(17)
	Apr. 1, 1881	2	24.47	1	22.60	6	91,928	2	16 2	7 0	3	1	3
		2	28.37	1	28.37	6	19,180						
\$5,480 00	Mar. 9, 1884	25	26.15	22	25.25	6	153,353	2	36 0	9 0	4	1	(21)
1,786 87	July 1, 1880	25	24.18	8	24.18	6	89,486	3	20	8 7	24 4	1	12
		1	25.52	28	21.72	7	104,640					2	
755 12	July 1, 1880	25	26.84	8	23.41	7	37,816						
		1	24.16	28	22.72	7	44,221						
	July 1, 1880	6	25.98	5	25.93	6	78,488	4	15 6	7 10	2	1	2
	Oct. 1, 1882	1	18.64	2	18.16	6	120,635	3	12 0	5 11	4	1	4
	May 1, 1882	1	12.79	2	13.25	6	23,268		12 0	5 9			
	July 1, 1880	8	24.36	1	24.91	6	55,075	2	20 0	8 9	2	1	2
	Oct. 9, 1882	1	25	6	26.06	6	97,080	3	15 9	8 11	4	1	4
	July 1, 1880	1	15.47	6	18.67	6	67,144						
13,020 00	July 1, 1880	241		246		6	126,901	3	36 0	9 6	24 4	1	30
		43		42		7	236,363	3	50 0	9 6	24 6	4	
4,537 60		43		42		7	82,401	(21)					

<sup>14</sup> 1 car held in reserve.<sup>17</sup> 1 clerk detailed from New York and Chicago R. P. O.; 1 clerk detailed from Pt. Huron and Chicago R. P. O.<sup>18</sup> This R. P. O. runs between Toledo and Columbus via Thronton, Ohio.<sup>19</sup> Covered by Columbus and Middleport R. P. O., 29 miles.<sup>20</sup> Shown in report of New York and Chicago R. P. O.<sup>21</sup> Clerks appointed to New York and Chicago R. P. O.; 1 clerk assigned as helper between Elkhart, Ind., and Chicago, Ill. (101.02 miles); 1 clerk assigned as helper between Toledo, Ohio, and Quincy, Mich. (82.20 miles).<sup>22</sup> Day line.<sup>23</sup> Night line.<sup>24</sup> Clerks record arrival and departure at depot at

Columbus, but go to post-office for registered mail; distance, 0.83 mile.

<sup>25</sup> See route 21061, same R. P. O.<sup>26</sup> No pay fixed on 7.50 miles.<sup>27</sup> This was formerly the Toledo and La Fayette and La Fayette and Saint Louis R. P. O. consolidated April 15, 1884, and assigned to fifth division. Clerks record arrival and departure at depot Saint Louis, but go to post-office for registered mail.<sup>28</sup> Clerks on day line run in mail apartment car between Toledo and La Fayette 6 times per week.<sup>29</sup> 1 clerk detailed as chief clerk at Toledo; 1 clerk detailed as transfer clerk at La Fayette.<sup>30</sup> Covered by C., D., & St. L. R. P. O., 113.44 miles.<sup>31</sup> See route 21019, same R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation.

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1894, for transportation.
						<i>Pounds</i>	
Towanda and Bernice, Pa.	2	29.21	Towanda, Monroe, Pa. (Barnes-clay).	8069 <sup>1</sup>	4.00	44	\$153 92
			Monroe, Bernice, Pa. (Penna. and N. Y. Canal and R. R. Co.).	8060 (part)	24.15	161	1,032 41
Tower City and Lebanon, Pa. <sup>2</sup>	2	42.26	Tower City, Lebanon, Pa. (L. and T. Brch. Phila. and Read.).	8059	43.40	171	1,032 41
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (Q., A., Kent. and Towns. Brch. P., W. and B.).	10010	35.19	138	1,504 37
Tracy City and Cowan, Tenn.	5	22.31	Tracy City, Cowan, Tenn. (Tenn. Coal and R. R. Co.).	19010	22.31	71	953 75
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.).	26031	255.71	1,753	29,953 87
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	26014 <sup>3</sup> (part)	164.14	1,451	15,171 45
Trenton and Adrian, Mich.	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.).	24036 <sup>4</sup> (part)	43.57	193	1,862 12
			Corbus, Adrian, Mich. (L. S. and M. S.).	24002 (part)	( <sup>10</sup> )	.....	( <sup>10</sup> )
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. Paul).	27039	58.01	265	2,728 21
Tallulah and Athens, Ga.	4	72.76	Athens, Belton, Ga. (N. E. of Ga.).	15025	40.53	239	1,836 81
			Belton, Tallulah, Ga. (N. E. of Ga.).	15043	33.25	153	1,088 43
Two Bridges, N. J., and Stroudsburg, Pa. <sup>12</sup>	2	47.90	Two Bridges, N. J., Stroudsburg, Pa. (N. Y., Susq. and West.).	7058	47.85	143	2,045 58
Union City, Ind., and Dayton, Ohio.	5	47.48	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.48	262	2,232 98
Utica and Binghamton, N. Y.	2	95.70	Utica, Norwich, N. Y. (Utica Div. Del., Lack. and West.).	6041	54.28	939	4,455 30
			Norwich, Chenango Forks, N. Y. (Utica Div. Del., Lack. and West.).	6040	30.32	774	2,281 27
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	( <sup>15</sup> )	.....	( <sup>15</sup> )
Utica and Randallville, N. Y. <sup>16</sup>	2	31.47	Utica, Randallville, N. Y. (Utica Div. Del. and Hud. Canal Co.).	6057	31.59	422	1,836 64
Vanceboro' and Bangor, Me.	1	114.44	Vanceboro', Bangor, Me. (Me. Central).	12	114.02	4,774	19,107 47
Vicksburgh, Miss., & Lanesville, La.	4	147.01	Vicksburgh, Miss., to Lanesville, La. (V., S. and P.).	30008	147.01	554	4,011 34
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Burl. and Qey.).	27009	37.68	329	1,932 98
			Burlington Junction, Bigelow, Mo. (K. C., St. Jos. and C. Bluffs).	28044	32.11	308	1,619 95
Wabasha and Zumbrota, Minn.	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil., and St. Paul).	26022	59.24	213	2,583 46

<sup>1</sup> Balance of route (13.19 miles) covered by closed-pouch service. (See Table C.)<sup>2</sup> Car and clerk shown on route 8069.<sup>3</sup> Clerk records arrival and departure at Tower City by slips.<sup>4</sup> Reserve car.<sup>5</sup> One helper between Tracy, Minn., and Brookings, Dak., 64 miles.<sup>6</sup> Balance of route (91.25 miles) covered by Winona and Tracy, Minn., R. P. O.<sup>7</sup> Tracy to Watertown.<sup>8</sup> Watertown to Redfield.<sup>9</sup> Balance of route (24.83 miles) covered by Adrian and Fayette R. P. O.<sup>10</sup> Shown in report of Monroe and Adrian R. P. O., 12.80 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.				
	July 1, 1881	13	8	14	8	6	9,143	1	<i>Pt. In.</i> 8 0	<i>Pt. In.</i> 8 8	1	1	1
	July 1, 1881	13	10	14	12	6	9,143	(?)			(?)		
	July 1, 1881	9	16	10	24	6	26,455	1 41	8 8 8 0	6 4 6 3	1	1	1
	July 1, 1881	17	24	18	24	6	22,042	1	10 0	6 0	1	1	1
	July 1, 1880	5	14.83	6	14.83	6	13,966	1	3 0	7 0	1	1	1
	July 1, 1883	1	23	4	23	7	187,185	1 1	24 0 16 0	9 3 7 6	4	1	45
	July 1, 1883	71	18	2	18	6	51,376	1	24 0	9 3	3	1	3
	April 4, 1883	121	25.42	120	24.36	6	51,376 23,036	1 1	14 6	7 6			
		121	25.42	120	24.36	6	8,012	1	8 8	6 9	1	1	1
	July 1, 1883	29	17	30	15	6	36,541	1 11	12 24 15 4	7 34 8 6	1	1	1
	July 1, 1880	50	16	53	19	6	25,360	2	10 1	6 10	2	1	2
	Aug. 5, 1882	50	20	53	20	6	20,188						
	July 23, 1883	1	24	12	17	6	29,986	1	13 1	6 9	1	1	1
	July 1, 1880	6	25.93	1	22.80	6	29,732	1	10 10	5 7	1	1	1
	July 1, 1881	10	22	11	23	6	33,874	1	17 0	7 2	2	1	102
	July 1, 1881	10	25	11	22	6	18,707	(14)			(14)		
		10	25	11	27	6	7,328	(14)			(14)		
	July 1, 1881	2	22	1	21	6	19,700	1	16 6	6 11	1	1	1
		4	20	3	20	6	19,700						
\$4,275 75	July 1, 1881	2	21.73	71	22.08	6	71,639	102	0 0	9 0	4	2	8
		64	22.80	11	19.01	6	71,639	1	20 0	8 9			
	July 1, 1882	1	14	2	14	7	107,317	1	20 0	9 6			
	July 1, 1883	81	19	82	19	6	23,375	1	10 11 9 0	6 11 8 6	2	1	2
	July 1, 1883	81	21	82	21	6	19,969	1	11 11	7 1	1	1	1
	July 1, 1883	1	13	2	14	6	88,059	1 1	8 0 14 9	5 9 6 1	1	1	1

<sup>11</sup> Reserve.<sup>12</sup> Established July 23, 1883; clerk records arrival and departure at Sparta by slips.<sup>13</sup> One clerk relieves Utica and Randallville clerk every third week.<sup>14</sup> Car and clerks shown on route 6041.<sup>15</sup> 11.74 miles covered by Oswego and Binghamton R. P. O.<sup>16</sup> Double daily service. Relieved every third week by Utica and Binghamton R. P. O. clerk. Clerk records arrival and departure at Randallville by slips.<sup>17</sup> One of these cars is a reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Wadena and Fergus Falls, Minn.	6	53.36	Wadena, Fergus Falls, Minn. (North Pac.).	26042 <sup>1</sup>	51.95	250	\$2,398 53
Wadesboro', N. C., and Florence, S. C.	4	66.32	Wadesboro', N. C. Cheraw, S. C. (Ch. and Salia.).	14014	26.02	88	1,112 85
			Cheraw, Florence, S. C. (Ch. and Dar.).	14006	40.90	231	1,818 41
Waldo and Wildwood, Fla.	4	76.08	Waldo, Wildwood, Fla. (Fla. Trans.).	16011	72.50	659	5,082 97
Wallula, Wash., and Portland, Oreg.	8	214.10	Wallula, Wash., Portland, Oreg. (Oreg. Ry. and Navigation Co.).	44005	214.80	6,596	40,221 30
Warm Springs, N. C., and Knoxville, Tenn.	3	91.39	Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va. and Ga.).	19009	50.32	160	2,151 18
			Morristown, Knoxville, Tenn. (part)	19002	( <sup>a</sup> )	.....	( <sup>a</sup> )
Washington, D. C., and Charlotte, N. C.	3	382.04	Alexandria, Lynchburgh, Va. (Va. Mid.).	11002	167.71	12,094	41,296 91
			Lynchburgh, North Danville, Va. (Va. Mid.).	11016	66.34	5,481	11,684 46
			North Danville, Va., Charlotte, N. C. (Rich. and Dan.).	11006	141.74	9,206	30,539 29
			Washington, D. C., Alexandria, Va. (Alex. and Wash.).	11018	( <sup>a</sup> )	.....	( <sup>a</sup> )
Washington and Evansville, Ind.	5	58.64	Washington, Evansville, Ind. (I. and E.).	22026	58.30	126	2,492 32
Washington, D. C., and Richmond, Va.	3	116.93	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	116.00	18,400	36,496 24
Watertown and Madison, Wis.	6	38.80	Watertown, Madison, Wis. (Chi., Mil. and St. Paul).	25005	39.00	247	1,767 48
Watertown and Utica, N. Y. <sup>14</sup>	2	91.93	Watertown, Utica, N. Y. (Utica and Black River).	6087	91.97	2,136	11,952 42
Way Cross, Ga., and Chattahoochee, Fla.	4	164.21	Way Cross, Ga., Thomasville, Ga. (S. F. and W.).	15018 <sup>15</sup>	104.54	381	5,810 33
			Thomasville, Ga., Climax, Ga. (S. F. and W.).	15031 <sup>16</sup>	27.40	98	1,171 35
			Climax, Ga., Chattahoochee, Fla.	15044	31.65	1,544	No p. fixed.
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and Wells Riv.).	2012	38.80	528	2,521 22
Wellsville, N. Y., and Bradford, Pa. <sup>18</sup>	2	56.65	Wellsville, N. Y., Eldred, Pa. (Bradford, Eldred and Cuba).	6049	33.14	162	1,416 73
			Eldred, Kinzua Junction, Pa. (Brad., B. and K.).	8133	14.25	60	670 17
			Bradford, Kinzua Junction, Pa. (Brad., B. and K.).	8132 <sup>17</sup>	10.21	101	436 48
West Lebanon, Ind., and Le Roy, Ill.	6	76.20	West Lebanon, Ind., Le Roy, Ill. (Wab., St. L. and Pac.).	23058	76.67	160	3,277 64

<sup>1</sup> Balance of route, Fergus Falls, Minn., to Milnor, Dak. (66.91 miles), covered by closed pouches. See Table C.

<sup>2</sup> Reserve.

<sup>3</sup> Shown on Helena and Heron R. P. O.

<sup>4</sup> 1 chief clerk at Portland.

<sup>5</sup> Covered by Bristol and Chattanooga R. P. O., 40.68 miles.

<sup>6</sup> 1 in reserve.

<sup>7</sup> 3 helpers between Washington and Charlottesville; 1 detailed to office superintendent Railway Mail Service, third division; 1 transfer clerk at Charlottesville, Va.; 1 acting clerk. Clerks on train No. 50, day line south,

return on train No. 53, night line north; clerks on train No. 52, night line south, return on train No. 51, day line north.

<sup>8</sup> 6 miles covered by Washington and Richmond R. P. O.

<sup>9</sup> See Richmond and Wilmington R. P. O. Same cars in use on both lines.

<sup>10</sup> 2 chief clerks; 1 stenographer office superintendent third division Railway Mail Service; 2 transfer clerks at Washington, D. C.; 1 on detail in the Richmond and Clifton Forge R. P. O.; 2 on detail in the Post-Office Department; 3 on detail in office General Superintendent Railway Mail Service; 1 acting clerk.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	9	13	10	11	6	33,403	1	23 9	9 0	1	1	1
	Sept. 8, 1880	2	16	1	16	6	15,913	1	18 3	9 3	1	1	1
	July 1, 1880	2	16	1	16	6	25,603		18 6	8 4			
	Mar. 1, 1883	9	12	10	15	6	47,626	1	11 6	6 10	1	1	2
	Apr. 1, 1884	1	18.49	2	17.72	7	156,721	( <sup>9</sup> )	24 0	9 0	4	1	45
	July 1, 1880	35	16.20	36	16.54	7	66,715	1	14 0	9 2	2	1	2
								1	13 9	9 4			
								1	15 0	9 2			
\$13,416 80	July 1, 1881	50	25.39	51	24.17	7	122,076	10	49 3	9 2	6	3	735-
		52	28.33	53	28.50	7	122,076						
5,807 20	July 1, 1881	50	22.42	51	22.42	7	47,742						
		52	26.15	53	27.06	7	47,742						
11,839 20	July 1, 1881	50	24.00	51	24.34	7	93,660						
		52	30.42	53	30.42	7	93,660						
175 00		50	14.44	51	14.44	7	5,073	1	5 11	6 9	1	1	1
		52	14.44	53	12.00	7	5,073						
	Jan. 1, 1884	13	12.80	14	11.36	6	18,296						
13,920 00	July 1, 1881	48	24.13	47	25.77	7	85,859						
		42	23.20	43	25.77	116	79,277						
		40	31.94	( <sup>11</sup> )		6	42,679				2	3	183-
											2	2	
											1	1	
	July 1, 1883	23	27	24	27	6	24,289	1	11 0	7 5	1	1	1
		27	26	28	31	6	24,289	1	16 8	7 7			
	July 1, 1881	1	23	4	22	6	57,649	1	17 0	6 0	( <sup>14</sup> )		
	July 1, 1880	7	26	8	27	7	76,767	1	17 3	9 0	3	1	3
	July 1, 1880	7	27	8	27	7	20,002						
	May 15, 1883	7	31	8	31	7	23,104						
	July 1, 1881	6	20.83	1	20.83	6	24,188	1	9 7	7 0	1	1	1
								171	12 0	7 0			
	July 5, 1882	4	16	3	16	6	20,724	1	7 5	5 0	1	1	1
								192	7 11	5 2			
	July 1, 1881	4	15	3	15	6	8,792	( <sup>12</sup> )			( <sup>12</sup> )		
	July 1, 1881	4	14	3	14	6	5,891	( <sup>12</sup> )			( <sup>12</sup> )		
	July 1, 1883	71	13	72	12	6	47,701	2	7 10	6 6	2	1	2

<sup>11</sup> Train No. 42 does not run on Sundays.<sup>12</sup> Clerks on train No. 40 return on train No. 47.<sup>13</sup> These 4 crews on detail in the New York and Washington R. P. O. to make a separation of mails for connecting lines at Washington, D. C.<sup>14</sup> See Ogdensburgh and Utica R. P. O. (Long run.)<sup>15</sup> Balance of route covered by Albany and Thomassville R. P. O., 48 miles.<sup>16</sup> Balance of route covered by closed-pouch service (9.60 miles) Climax to Bainbridge. (See Table C.)<sup>17</sup> Reserve car.<sup>18</sup> Clerk records arrival and departure at Bradford by slips.<sup>19</sup> Reserve cars.<sup>20</sup> Cars and clerk shown on route 6049.<sup>21</sup> Balance of route (15.84 miles) covered by closed-pouch service. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of routes.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>West Liberty and Council Bluffs, Iowa.</i>	6	279.36	West Liberty, U. P. Transfer, Iowa (Chi. R. Isl. and Pac.).	27014 <sup>1</sup> (part)	279.10	4,827	\$37,608 72
West Point, Miss., and Mobile, Ala.	4	232.99	West Point, Miss. Mobile, Ala. (M. and O.).	18004 <sup>2</sup> (part)	232.50	1,320	14,473 12
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (R., Y., R. and C.).	11007	40.50	314	2,043 22
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (Nangatuck).	5011	62.03	1,327	6,152 13
Whiting and Tuckerton, N. J. <sup>3</sup>	2	29.59	Whiting, Tuckerton, N. J. (Tuckerton).	7032 <sup>10</sup> (part)	29.00	214	1,264 69
White River Junction, Vt., and Springfield, Mass.	1	124.39	White Riv. Junct., Windsor, Vt. (Ct. Ver.).	2002 <sup>11</sup> (part)	( <sup>12</sup> )	.....	( <sup>12</sup> )
/			Windsor, Bellows Falls, Vt. (Sullivan).	2004	( <sup>14</sup> )	.....	( <sup>14</sup> )
			Bellows Falls, Brattleboro', Vt. (Ver. Valley).	2005	( <sup>15</sup> )	.....	( <sup>15</sup> )
			Brattleboro', So. Vernon, Vt. (Ct. Ver.).	3062 <sup>16</sup> (part)	( <sup>17</sup> )	.....	( <sup>17</sup> )
			So. Vernon, Vt., Springfield, Mass. (Conn. Riv.).	3067	( <sup>18</sup> )	.....	( <sup>18</sup> )
Wichita Falls and Fort Worth, Tex.	7	114.10	Wichita Falls, Ft. Worth, Tex. (Ft. W. and D. City).	31037	115.44	476	7,295 76
Williamsburg, Mass., and New Haven, Conn.	1	85.59	Williamsburg, Mass., New Haven, Conn. (New Hav. and Northampton).	5010	85.17	1,382	8,666 04
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	179.83	Williamsport, Sunbury, Pa. (No. Central).	8022 <sup>19</sup> (part)	39.81	5,513	6,011 73
Williamsport and Erie, Pa.	2	249.68	Sunbury, Pa., Baltimore, Md. (No. Central).	19002	137.80	6,989	26,391 45
Williamsport and Reading, Pa.	2	141.37	Williamsport, Erie, Pa. (P. and E. Div., Penn.).	8022 <sup>20</sup> (part)	248.68	1,480	20,491 94
			Williamsport, Port Clinton, Pa. (C. and W. Branch, Phila. and Read.).	8014	121.66	503	6,033 11
			Port Clinton, Reading, Pa. (Phila. and Read.).	8002	( <sup>24</sup> )	.....	( <sup>24</sup> )
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart.).	5014	54.62	2,834	7,518 98
<i>Wilmington, N. C., and Charleston, S. C.</i>	4	213.53	Wilmington, N. C., Florence, S. C. (W., C. and A.).	14002 (part)	110.00 <sup>25</sup>	4,496	18,245 70
			Florence, Charleston, S. C. (N. E.).	14005	102.00	4,312	16,395 48
Wilmington and Charlotte, N. C.	3	188.40	Wilmington, Charlotte, N. C. (C. C.).	13003	188.89	323	9,690 05
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balto. and Phila.).	9505	20.55	88	878 51
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Bos. and Albany).	3030	49.67	311	2,505 85

<sup>1</sup> Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.<sup>2</sup> Day line.<sup>3</sup> 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.<sup>4</sup> Night line.<sup>5</sup> Balance of route shown on Cairo and West Point R. P. O., 263.34 miles.<sup>6</sup> Cars on Cairo and West Point R. P. O. run through to Mobile, Ala.<sup>7</sup> 1 of these cars is a reserve car.<sup>8</sup> Reserve car.<sup>9</sup> Double daily service.<sup>10</sup> Balance of route (7.73 miles) covered by closed-pouch service. See Table C<sup>c</sup>.<sup>11</sup> Balance of route covered by Saint Albans and Boston R. P. O., 96 miles.<sup>12</sup> Covered by Newport and Springfield R. P. O., 14.13 miles.<sup>13</sup> 1 clerk, as helper, runs 3 days every week. The Keene and Springfield clerk runs between West Northfield and Springfield, Mass., as assistant to these clerks. See note, that line.<sup>14</sup> Covered by Newport and Springfield R. P. O., 26.31 miles.<sup>15</sup> Covered by Newport and Springfield R. P. O., 24.02 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$14,181 50	Apr. 1, 1884	3 <sup>23</sup> 4 <sup>23</sup>	4 2	24 23	6 6	174, 879 174, 879	3	50 0 9 0	24 4	2 1	13		
.....	May 22, 1882	2	23	1	24	7	170, 083	( <sup>6</sup> )	.....	.....	4	1	4
.....	July 1, 1881	50	18.32	51	19.12	6	24, 458	1	10 6	6 8	1	1	1
.....	July 1, 1881	5	23.15	16	23.01	6	38, 950	73	16 0	6 0	2	1	2
.....	July 1, 1881	15	22.31	10	22.86	6	38, 950	51	13 0	6 0	.....	.....	.....
.....	July 1, 1881	2	29	1	26	12	37, 047	1	3 0	6 11	1	1	1
.....	.....	4	27	3	17		7, 488	.....	.....	.....	.....	.....	.....
.....	.....	15	16.80	23	24	6	15, 769	.....	.....	.....	.....	.....	.....
.....	.....	15	22.28	23	23.50	6	15, 036	72	26 6	6 5	2	1	123
.....	.....	15	24	23	26.17	6	6, 435						
.....	.....	15	22.21	23	19.99	6	33, 140						
.....	.....	15	22.55	23	22.21	6	83, 521	2	17 3	9 3	2	1	2
.....	Aug. 1, 1883	1	22	2	22	7	53, 579	1	15 4	6 7	3	1	3
.....	July 1, 1881	55	27.60	22	29.38	6	53, 579	1	14 10	6 10	.....	.....	.....
.....	.....	57	28.58	10	27.45	6	.....	1	9 9	6 7	.....	.....	.....
995 25	July 1, 1881	4	26	33	22	6	25, 399	73	10 6	6 8	3	4	12
3,445 00	July 1, 1881	4	26	3	24	6	87, 275	( <sup>21</sup> )	.....	.....	( <sup>21</sup> )	.....	.....
.....	July 1, 1881	3	23	10	24	6	156, 300	2	15 0	8 0	4	1	25
.....	July 1, 1881	4	23	1	22	6	75, 746	2	11 6	8 8	2	1	2
.....	.....	4	30	1	30	6	12, 752	( <sup>22</sup> )	.....	.....	( <sup>22</sup> )	.....	.....
.....	July 1, 1881	2	28.17	1	27	6	34, 235	1	14 0	6 10	1	1	1
8,800 00	July 1, 1880	40 42	33 27.50	47 43	33 27.50	7 7	81, 030 81, 030	( <sup>23</sup> )1 1 1	49 44 6 42 6	8 8 8 10	..... 3	2 1	11
5,100 00	July 1, 1880	40	29	47	25	7	74, 847	( <sup>24</sup> )2	49 2	8 2	.....	.....	.....
.....	July 1, 1881	42	25.50	43	25.50	7	74, 847	( <sup>24</sup> )4	13 4	8 8	3	1	3
.....	July 1, 1881	1	16.26	2	16.62	6	117, 938	.....	.....	.....	.....	.....	.....
.....	July 1, 1881	4	13	3	14	6	12, 759	2	7 6	6 10	1	1	1
.....	July 1, 1881	9	16.47	4	14.82	6	31, 262	72	10 0	6 0	1	1	1

<sup>14</sup> Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.<sup>17</sup> Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.<sup>18</sup> Covered by Newport and Springfield R. P. O.<sup>19</sup> Balance of route (248.63 miles) covered by Williamsport and Erie R. P. O.<sup>20</sup> Train 3 is train 9 from Baltimore to Harrisburg.<sup>21</sup> Cars and clerks shown on route 8022.<sup>22</sup> Balance of route (39.81 miles) covered by Williamsport and Baltimore R. P. O.<sup>23</sup> 1 clerk on Sheffield and Erie R. P. O., short run.<sup>24</sup> 20 miles covered by Pottsville and Philadelphia R. P. O.<sup>25</sup> Cars and clerks shown on route 8014.<sup>26</sup> Balance of route shown on Florence and Columbia, 83 miles.<sup>27</sup> See Charleston and Jacksonville R. P. O.<sup>28</sup> Postal car, with no clerks, attached to express train No. 48, Wilmington to Florence; goes south with postal clerks on train 42, Florence to Charleston, S. C.<sup>29</sup> Reserve cars.<sup>30</sup> 2 in reserve.<sup>31</sup> 1 reserve car.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Bos., Barre and Gard.).	3057	( <sup>1</sup> )	Pounds. -----	( <sup>1</sup> )
Winona and Tracy, Minn.	6	229.43	Winona, St. Peter, Minn. (Winona and St. Peter).	26015	139.80	4,101	\$17,090 29
			St. Peter, Tracy, Minn. (Winona and St. Peter).	26014 <sup>a</sup>	91.25	250	7,614 81
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng.).	5001	60.69	1,060	5,344 96
Worcester, Mass., Providence, R. I.	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43.92	1,302	4,318 65
Xenia, Ohio, and Richmond, Ind.	5	58.17	Xenia, Dayton, Ohio (P., C. and St. L.).	21011	16.89	675	1,198 68
			Dayton, Ohio, Richmond, Ind. (P., C. and St. L.).	21030	42.16	363	2,271 15
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Burl. and Q'cy.).	23008	63.94	536	4,154 82
York and Peach Bottom, Pa.	2	40.83	York, Peach Bottom, Pa. (York and Peach Bottom.)	8092	40.07	290	1,953 01
Ypsilanti and Hillsdale, Mich.	9	62.03	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	65.52	304	3,249 14

## RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks at work on lines.	Whole number of clerks in the service.	Miles run by clerks from register to register.	Miles of railroad over which road service clerks run.	Annual miles of railroad service performed by clerks.	Annual pay for transportation.
First .....	81	182	328	368	7,102.16	4,993.76	6,237,540	\$791,250 58
Second .....	157	299	488	560	13,591.49	11,161.93	11,147,083	1,453,935 90
Third .....	46	139	198	224	5,741.78	5,338.95	5,250,528	683,560 10
Fourth .....	63	179	219	242	9,516.55	9,102.78	7,951,564	821,827 35
Fifth .....	117	367	638	686	18,977.40	15,336.07	14,684,033	1,908,891 47
Sixth .....	201	526	776	827	29,262.83	26,915.93	21,186,781	3,235,612 65
Seventh .....	104	319	439	468	19,183.76	17,880.72	15,689,254	1,921,711 54
Eighth .....	29	90	107	115	5,902.27	5,464.58	4,236,031	721,832 54
Ninth .....	47	139	390	419	6,944.03	5,945.84	6,257,285	1,401,873 32
Total...	845	2,240	3,583	78,909	116,223.27	102,140.56	92,640,099	\$12,940,495 45

Total miles of railroad route (including terminal distances from depots to post-offices) ..	117,160
Total miles of railroad route over which railway postal clerks run ..	102,141
Total miles of railroad route upon which there is no service by railway postal clerks ..	15,019
Total annual miles of railway postal service by clerks ..	92,640,099
Total annual miles of railway service, express mails, and closed pouches ..	49,901,293
Average annual distance run by each postal clerk ..	41,233
Total number of letters, pieces of ordinary mail matter, registered packages, and through registered pouches handled ..	4,536,697,326
Average daily number of pieces of mail handled by each postal clerk ..	3 193
Total number of errors in distribution ..	1,167,223
Average annual number of errors made by each postal clerk ..	299
Average daily miles run by each postal clerk ..	113
Cost of transportation by railroad ..	\$12,940,495 45
Cost of railway post-office cars ..	1,815,986 96
Total annual cost of the service ..	14,756,482 41

<sup>1</sup> Covered by Peterboro' and Worcester R. P. O., 37.92 miles.<sup>2</sup> The cars used by Peterboro' and Worcester R.

P. O. are also used on this line; shown in column No. 17, that line. See note, that line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	6	<i>Miles.</i> 22.36	11	<i>Miles.</i> 19.30	6	23,819	(*)	.....	.....	1	1	2
.....	July 1, 1883	3	22	4	18	6	87,515	42	35 4	9 3	4	1	4
.....	Dec. 20, 1880	3	25	4	21	6	58,108						
.....	July 1, 1881	6	22.50	9	21.41	6	37,386	1	12 2	7 0	1	1	1
.....	July 1, 1881	8 36	24.79 22.63	33 7	21.70 21.70	6 6	27,632 27,632	2 61	16 4 16 7	6 8 6 8	2	1	2
.....	July 1, 1880	7	23.78	4	20.34	6	10,573	1	19 10	8 4	1	1	1
.....	July 1, 1880	7	27.58	4	21.08	6	25,841						
.....	July 1, 1883	153	20	154	20	6	40,033	1	16 8	8 9½	1	1	1
.....	Sept. 4, 1883	3	17	2	18	6	25,550	1 61	8 7 13 8	7 6 7 6	1	1	1
.....	Apr. 4, 1883	153	21.60	154	24.48	6	38,830	1	8 8	6 9	1	1	1

## RECAPITULATION.

Annual pay for railway post-office cars.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total through registered pouches handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
\$117,273 22	18	2	117	61	198	372,792,510	1,260,567	64,332
201,601 75	25	14	192	131	382	542,981,750	2,388,524	100,557
132,194 05	37	9	64	9	119	225,827,010	1,154,940	54,893
109,397 95	30	10	92	25	157	312,507,290	1,711,384	52,508
324,363 94	53	12	180	36	281	785,262,290	2,082,261	158,709
376,844 38	90	28	277	41	436	900,341,610	3,493,557	86,631
143,032 95	43	17	196	22	268	747,584,430	2,518,210	47,750
58,010 25	16	2	43	6	67	131,553,320	710,725	12,685
354,313 17	37	8	68	9	122	494,811,690	974,718	124,445
1,815,986 96	349	102	1,219	340	2,010	4,519,661,900	16,323,906	711,520

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

\* 1 clerk detailed as transfer clerk at Worcester, Mass.

† Whole cars.

‡ Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O. Reserve car.

\* 23 of these are acting clerks and are not borne on the rolls of the Department.

† This column, as also the foregoing table, shows the cost of transportation only on routes and parts of routes on which there is railway post-office service.

TABLE B<sup>b</sup>.—Statement of steamboat mail service, with postal clerks, in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Alpena and Bay City, Mich.	9	24099	Alpena, Bay City, Mich...	Cole & Holt .....	126
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md..	Henry Williams .....	123. 50
Baltimore and Crisfield, Md.	3	10094	Baltimore, Md., Wilson's Wharf, Va.	Eastern Shore Steamboat Company.	150
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Weems line of steamers (Henry Williams).	293. 50
Baltimore and Freeport, Md.	3	10099	Baltimore, Freeport, Md..	Maryland Steamboat Company, Howard B. Ensign, president.	200
Baltimore, Md., and Norfolk, Va.	3	11096	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	200
Bayou Sara and Baton Rouge, La.	4	30084	Bayou Sara, Baton Rouge, La.	.....	32
	2	6768	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Company.	2. 50
Cairo, Ill., Memphis, Tenn.	7	28099	Saint Louis, Mo., Memphis, Tenn.	Saint Louis and Vicksburgh Packet Company (Anchor Line).	265
Canandaigua and Naples, N. Y.	2	6884	Canandaigua, Naples, N. Y.	Canandaigua Navigation Company.	21
Chattanooga and King's Creek, Tenn.	5	19099	Chattanooga, King's Creek, Tenn.	J. P. and W. E. Kendrick..	109
Demopolis and Mobile, Ala.	4	17097	Demopolis, Mobile, Ala. ....	.....	240
Elmot, Ark., Memphis, Tenn.	7	29099	Elmont, Ark., Memphis, Tenn.	.....	99
Evansville, Ind., and Bowling Green, Ky.	...	20099	Evansville, Ind., Bowling Green, Ky.	C. G. Smallhouse .....	198
Evansville, Ind., and Cairo, Ill.	6	20098	Evansville, Ind., Cairo, Ill. ....	.....	202
Faisonias and Vicksburgh, Miss.	4	18099	Faisonias, Vicksburgh, Miss.	.....	209
Franklin, Va., and Edenton, N. C.	3	.....	Franklin, Va., Edenton, N. C.	Albemarle Steamboat Navigation Company.	108
Gallipolis, Ohio, and Huntington, W. Va.	3	21100	Huntington, W. Va., Gallipolis, Ohio.	William Bay .....	45. 50
Geneva and Watkins, N. Y.	2	6765	Geneva, Watkins, N. Y. ...	Seneca Lake Steam Navigation Company.	47
Greenwood and Vicksburgh, Miss.	4	18100	Greenwood, Vicksburgh, Miss.	.....	242

*in the United States at any time during the year ended June 30, 1884.*

Annual miles of service.	Number of round trips with clerks per week.		Number of steamboats on line.		Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
					Length, feet and inches.	Width, feet and inches.				
32, 084	6	2	10	0	5	0	2	1	1	Connects at Bay City, Mich., with Bay City and Detroit and Bay City, Wayne and Detroit R. P. O's. Service by clerks discontinued November 15, 1883.
25, 688	2	1	13	0	5	0	2	1	2	
76, 980	6	2	9	0	10	0	4	1	4	Baltimore to Crisfield (110 miles) 6 times a week. Crisfield to Wilson's Wharf (40 miles) twice a week.
61, 048	2	1	8	6	8	6	2	1	2	
41, 600	2	1	7	10	5	9	2	1	2	
			9	0	7	0				
			10	0	3	0	1	1	1	
124, 800	6	1	10	6	7	0	2	1	2	Connects at Norfolk with Norfolk and Raleigh R. P. O.
20, 032	6	1	10	0	6	0	1	1	1	Connects at Baton Rouge, La., with New Orleans and Marshall R. P. O.
9, 420										36 round trips per week; closed-pouch service only. Connects with New York and Washington R. P. O., New York and Pittsburgh R. P. O., and New York Philadelphia R. P. O.
82, 942	3	2	8	4	6	9	3	1	3	Makes all Cairo, Ill., and Memphis, Tenn., connections; also connects at Columbus, Ky., with Saint Louis and Columbus R. P. O.; at Hickman, Ky., with Nashville and Hickman R. P. O., and at Elmot, Ark., with Elmot and Memphis River R. P. O.
8, 792	6	2	4	0	6	0	1	1	1	Service for 8 months only. Connects with Canandaigua and Elmira R. P. O., Canandaigua and Batavia R. P. O., Syracuse, Auburn and Rochester R. P. O., Albany and Rochester R. P. O.
22, 817	2	1	8	3	6	0	1	1	1	Connects at Chattanooga, Tenn., with Bristol and Chattanooga, Chattanooga and Memphis, Nashville and Chattanooga, Chattanooga and Atlanta, Chattanooga and Meridian, and Cincinnati and Chattanooga R. P. O's.
24, 960	1	1	6	0	5	0	1	1	1	Connects at Mobile with Montgomery and New Orleans and Western Pacific and Mobile R. P. O's; connects at Demopolis with Selma and Meridian R. P. O.
31, 086	3	1	7	0	6	0	1	1	1	Makes all Memphis, Tenn., connections, and connects at Elmot, Ark., with Cairo and Memphis River R. P. O.
41, 448	2	2	6	0	6	0	1	1	1	Connects at Evansville, Ind., with Evansville and Cairo; Evansville, Fort Branch and Mount Vernon; Evansville and Nashville; Evansville and Saint Louis; Jasper and Evansville; Peoria and Evansville; Louisville and Evansville, and Terre Haute and Evansville R. P. O's. Connects at Livermore and South Carrollton, Ky., with Owensborough and Russellville R. P. O. Connects at Bowling Green, Ky., with Bowling Green and Memphis, Cincinnati and Nashville, and Louisville and Nashville R. P. O's.
126, 452	6	4	7	10	6	2	3	1	3	
			8	0	6	3				
			9	0	5	8				
			8	0	6	0				
21, 736	1	1	(1)				1	1	1	Connects at Vicksburg with Meridian and Vicksburg R. P. O. and Vicksburg and Laneville R. P. O.
33, 696	3	1	8	2	6	9	1	1	1	<sup>1</sup> Mails carried in cabin.
28, 392	6	1	8	3	6	0	1	1	1	
29, 516	6	2	7	8	5	6	2	1	2	Connects with Syracuse, Auburn and Rochester R. P. O., Canandaigua and Elmira R. P. O., Albany and Rochester R. P. O., Geneva and Wellsborough R. P. O., Lyons and Sayre R. P. O.
25, 168	1	1	(2)				1	1	1	Connects at Vicksburg with Meriden and Vicksburg R. P. O. and Vicksburg and Laneville R. P. O.
										<sup>2</sup> Mails carried in cabin.

TABLE B<sup>b</sup>.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Jacksonport, Ark., Terrene, Miss.	7	29093	Jacksonport, Ark., Terrene, Miss.	.....	390.50
Jacksonville and Enterprise, Fla.	4	16097	Jacksonville, Enterprise, Fla.	.....	206.94
Jamestown and Mayville, N. Y.	2	6770	Jamestown, Mayville, N. Y.	Chautauque Lake Transportation Company.	21
Johnsonville, Tenn., and Waterloo, Ala.	...	20100	Johnsonville, Tenn., Waterloo, Ala.	W. G. Brown.....	148
Lester, Ark. (n. o.), Memphis, Tenn.	7	29094	Lester, Ark., Memphis, Tenn.	.....	328
Loudon and Kingston, Tenn.	...	19098	Loudon, Kingston, Tenn.	W. S. Allison.....	80
Louisville, Ky., and Evansville, Ind.	...	20097	Louisville, Ky., Evansville, Ind.	W. C. Hite.....	217
				.	
Machiasport and Portland, Me.	1	97	Machiasport, Portland, Me.	Portland, Banger and Machiasport Steamship Company.	232 <sup>3</sup>
Memphis, Tenn., and Friar's Point, Miss.	4	29050	Memphis, Tenn., Friar's Point, Miss.	.....	111
Memphis, Tenn., and Vicksburgh, Miss.	4	29064	Memphis, Tenn., Greenville, Miss.	.....	261
		29063	Greenville, Vicksburgh, Miss.	.....	155
Monroe and Red River Landing, La.	4	29068	Monroe, Red River Landing, La.	.....	235
Natchez, Miss., and Bayou Sara, La.	4	30092	Natchez, Miss., Bayou Sara, La.	.....	110
New Orleans and Hope Villa, La.	4	30097	New Orleans, Hope Villa, La.	.....	119
New Orleans and Port Eads, La.	4	30100	New Orleans, Port Eads, La.	.....	128

*the United States at any time during the year ended June 30, 1884—Continued.*

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices &c
			Length, feet and inches.	Width, feet and inches.				
81,745	2	1	7 0	6 3	2	1	2	Connects at Newport, Ark., with Saint Louis and Texarkana R. P. O. and Newport and Batesville R. R.; at De Vall's Bluff, Ark., with Memphis and Little Rock R. P. O.; at Clarendon, Ark., with Cairo and Texarkana R. P. O. and Helena and Clarendon R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O. and Pine Bluff and Terrene River R. P. O.
129,544	6	1	10 0	5 2	5	1	6	Connects at Jacksonville with Charleston and Jacksonville and Jacksonville and Pensacola R. P. O's; at Sanford with Sanford and Tampa R. P. O.; 1 clerk detailed as transfer clerk at Toccol, Fla.
		1	8 7	7 2				
		1	8 6	6 6				
		1	8 3	6 2				
		1	9 0	6 5				
4,396	12	1	8 0	7 6				
		1	8 0	8 0				
	4		7 0	5 0				
30,981	2	2	( <sup>1</sup> )	.....	4	1	4	Service for 2 months only; connects with Buffalo and Jamestown R. P. O., Buffalo and New Castle R. P. O., Salamanca and Kent R. P. O. These clerks are the clerks of the steamboats on which they run.
								<sup>1</sup> No mail apartment. Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O.
34,221	1	2	Boat's office.		1	1	1	Makes all Memphis, Tenn., connections, and connects at Madison, Ark., with Memphis and Little Rock R. P. O.
18,840	6	1	8 6	6 0	1	1	1	Connects at London, Tenn., with Bristol and Chattanooga R. P. O.
68,128	3	3	6 0	6 0	3	1	3	Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati, North Vernon and Louisville, Cincinnati and Nashville, Louisville and Nashville, Louisville and Paducah, Louisville and Knoxville, Louisville and Bloomfield, Louisville and Mount Vernon, Lexington and Louisville, and Indianapolis and Louisville R. P. O's; connects at Owensboro', Ky., with Owensboro' and Russellville R. P. O.; connects at Evansville, Ind., with Evansville and Cairo, Evansville and Nashville, Evansville, Fort Branch and Mount Vernon Evansville and Saint Louis, Peoria and Evansville Jasper and Evansville, and Terre Haute and Evansville R. P. O's.
14,976	....	1	9 0	10 0	1	1	1	<sup>2</sup> The distance as given by the Department is 324 miles from Boston. As the agent only performs service between Portland and Machiasport (232 miles), the annual miles of service is computed from that point.
32,743	3	2	6 0	6 0	1	1	1	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
81,848	3	1	12 0	6 0	5	1	5	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
48,360	...	1	8 8	6 4				
		1	8 7	7 9				
		1	7 4	7 10				
		1	8 6	7 8				
		1	7 2	8 2				
29,640	1	3	( <sup>3</sup> )	.....	3	1	3	Connects at Monroe with Vicksburgh and Lanesville R. P. O.
								<sup>3</sup> Mails carried in cabin.
34,430	3	1	7 9	6 6	1	1	1	Connects at Natchez with Jackson and Natchez R. P. O.
24,752	2	1	( <sup>4</sup> )	.....	1	1	1	Connects at New Orleans, La., with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
								<sup>4</sup> Mails carried in cabin.
62,283	( <sup>5</sup> )	2	6 0	5 0	2	1	2	Connects at New Orleans with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
		1	6 0	8 0				
		1	6 0	6 0				
								<sup>5</sup> 79 miles covered 6 times a week (New Orleans to Buras); 37 miles covered 3 times a week (Buras to Fort Eads); 12 miles covered 1 time a week (side supply to Pilot Town).

<sup>5</sup> 79 miles covered 6 times a week (New Orleans to Buras); 37 miles covered 3 times a week (Buras to Port Eads); 12 miles covered 1 time a week (side supply to Pilot Town).

TABLE B<sup>b</sup>.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Norfolk and Richmond, Va.	3	11099	Norfolk, Richmond, Va...	L. B. Tatum, superintendent Virginia Steamboat Company.	151
Parkersburgh, W. Va., and Pomeroy, Ohio.	...	12099	Parkersburgh, W. Va., Pomeroy, Ohio.	Williams & Moddy .....	87.5
	2	6853	Penn Yan, Hammondsport, N. Y.	Keuka Navigation Company.	21
Pine Bluff, Ark., Terrene, Miss.	7	20095	Pine Bluff, Ark., Terrene, Miss.	.....	140
	2	6764	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg...	Oregon Railway and Navigation Company.	98
Port Townsend and New Tacoma, Wash.	8	43099	New Tacoma, Port Townsend, Wash.	do .....	96.75
Portsmouth and Cincinnati, Ohio.	5	21699	Portsmouth, Cincinnati, Ohio.	Portsmouth, Big Sandy and Pomeroy Packet Company.	128
Rome, Ga., and Gadsden, Ala.	4	17093	Rome, Ga., Gadsden, Ala.	.....	155
Sehome and Seattle, Wash.	8	43088	Seattle, Sehome, Wash ...	James C. Brittain .....	158
Semishmoo and Port Townsend, Wash.	8	43097	Port Townsend, Semishmoo, Wash.	William T. Monroe .....	130
Ticonderoga and Lake George, N. Y.	2	6766	Lake George, Fort Ticonderoga, N. Y.	Lake Champlain Steamboat Company.	40
Titusville and Lake Worth, Fla.	4	16078	Titusville, Lake Worth, Fla.	.....	146
Vicksburgh and Natchez, Miss.	4	30091	Vicksburgh, Natchez, Miss.	.....	100
Wheeling and Parkersburgh, W. Va.	...	12098	Wheeling, Parkersburgh, W. Va.	Charles H. Booth .....	92
Zanesville and Marietta, Ohio.	...	21098	Zanesville, Marietta, Ohio.	K. M. Armstrong .....	75

*the United States at any time during the year ended June 30, 1884—Continued.*

Annual miles of service.	Number of round trips with clerks per week.		Number of steamboats on line.		Dimensions of mail apartments.		Number of crews.		Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.		Width, feet and inches.						
47, 112	3	1	9 8		8 2		1	1	1		
54, 600	6	1	10 0		5 8		2	1	2		There is a relief clerk appointed on this route, who also performs service on route 12098, Wheeling to Parkersburgh, W. Va.
9, 891											6 round trips per week; closed-pouch service only. Connects with Canandaigua and Elmira R. P. O.
29, 213	2	1	7 0		6 0		1	1	1		Connects at Pine Bluff with Cairo and Texarkana R. P. O., and Little Rock and Warren R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O., and Jacksonport and Terrene River R. P. O.
11, 814											6 round trips per week; closed-pouch service only. Service for 6 months only. Connects with Cambridge Junction and Burlington R. P. O., Essex Junction and Boston R. P. O.
61, 348	6	2	14 6		6 6		2	1	2		
			8 6		7 6						
59, 989	6	2	6 7		6 0		2	1	2		
			10 9		6 0						
59, 974	2	2	6 0		5 6		2	1	2		One clerk makes three round trips per week between Portsmouth and Cincinnati, and one clerk makes three round trips per week between Maysville and Cincinnati; connects at Portsmouth, Ohio, with Columbus and Ashland, Hamden and Portsmouth, and Portsmouth and Cincinnati R. P. O.'s; connects at Maysville, Ky., with Maysville, Paris and Cincinnati R. P. O.; connects at New Richmond, Ohio, with Cincinnati and New Richmond R. P. O.; connects at Cincinnati, Ohio, with Chicago and Cincinnati, Chicago, Richmond and Cincinnati, Cincinnati and Chattanooga, Cincinnati and Georgetown, Cincinnati, Hamilton and Indianapolis, Cincinnati and Richmond, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati and New Richmond, Cincinnati, North Vernon and Louisville, Cincinnati and Saint Louis, Cleveland and Cincinnati, Columbus and Cincinnati, Dresden and Cincinnati, Fort Wayne and Cincinnati, Grafton and Cincinnati, Grand Rapids and Cincinnati, Kent and Cincinnati, Maysville, Paris and Cincinnati, Parkersburgh and Cincinnati, Pittsburgh and Cincinnati, Portsmouth and Cincinnati, Sandusky and Cincinnati, Toledo and Cincinnati, Toledo, Delphos and Cincinnati R. P. O.'s.
32, 240	2	1	6 5		6 1		1	1	1		Connects at Rome with Rome and Macon and Cleveland and Selma R. P. O.'s; connects at Gadsden with Chattanooga and Meridian R. P. O.
33, 180	2	1	6 6		6 0		1	1	1		
13, 780	2	1	9 0		4 6		1	1	1		
8, 373	6	1	10 0		6 0		1	1	1		Service for 4 months only. Connects with Rouse's Point and Albany R. P. O.
			8 9		4 5						
30, 368	2	1	(1)				1	1	1		Mails carried in cabin.
31, 800	3	1	8 6		8 6		1	1	1		Connects at Vicksburgh with Meridian and Vicksburgh, and Vicksburgh and Lanes R. P. O.'s; connects at Natchez with Jackson and Natchez R. P. O.
57 408	6	1	10 6		6 0		2	1	1		
			6 6		6 0						
47 100	6	2	8 0		6 0		2	1	2		Zanesville to McConnellsville 12 times a week, 6 times with and 6 times without clerks. Connects at Zanesville, Ohio, with Bellaire and Zanesville, Grafton and Chicago, and Sandusky, Newark and Wheeling R. P. O.'s; connects at Marietta, Ohio, with Grafton and Cincinnati, Parkersburgh and Cincinnati, Toledo and Marietta, and Wheeling and Parkersburgh R. P. O.'s.



TABLE B<sup>b</sup>.—*Statement of steamboat mail service with postal clerks in operation during the fiscal year ended June 30, 1884.*

## RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles of service performed by clerks.	Number of mail apartments.
First .....	1	1	1	232.00	14,976	1
Second .....	4	5	5	129.00	51,077	11
Third .....	10	18	18	1,851.00	551,804	15
Fourth .....	14	25	25	2,499.94	629,404	39
Fifth .....	7	14	14	905.00	289,298	14
Sixth .....	1	3	3	202.00	126,452	4
Seventh .....	5	8	8	1,222.50	259,207	12
Eighth .....	4	6	6	481.75	167,671	6
Ninth .....	1	2	(*)	126.00	32,084	2
Total .....	47	82	†80	7,649.19	2,121,193	95

\* Discontinued November 13, 1883.

† Three of these are acting clerks and are not borne on the rolls of the Department.

Total miles of route .....	7,649.19
Total annual miles of service .....	2,121,193.00
Average annual distance run by each clerk .....	25,868.00



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and parts June

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Aberdeen and Ipswich, Dak.	6	28010	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and St. Paul.	20.33
Aberdeen and Muldon, Miss.	4	18007	Aberdeen, Muldon, Miss.	Mobile and Ohio R. R. ....	9.50
Alameda and San Francisco, Cal.	8	46026	San Francisco, Alameda, Cal.	Central Pacific R. R. ....	11.62
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande Rwy.	31.82
Albany and Broadhead, Wis.	6	25044	Broadhead, Albany, Wis.	Chicago, Milwaukee and St. Paul.	7.60
Albany and Cisco, Tex.	7	31005 (part)	Bremond, Albany, Tex.	Houston and Texas Central Rwy.	33.34
Alma and Ithaca, Mich.	9	24030 (part)	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.	6.83
Alma and Plainview, N. C.	3	18017	Alma, Plainview, N. C.	Alma and Little Rock	12.59
Alta and Bingham Junction, Utah.	8	41006	Bingham, Alta, Utah	Denver and Rio Grande R. R.	18.40
Altoona and Henrietta, Pa.	2	8036	Altoona, Henrietta, Pa.	Penna.	23.62
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R.	4.01
Angelsea Junction and Angelsea, N. J.	2	7061		West Jersey	5.52
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	12.29
Antonito, Colo., and Espanola, N. Mex.	7	38004 (part)	Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande Rwy.	91.00
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	And., Lebanon and St. Louis.	19.04
Artesia and Starkville, Miss.	4	18016	Artesia, Starkville, Miss.	Mobile and Ohio R. R.	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R.	2.89
Ashland and Ashland Junction, Wis.	6	25032	Ashland Junction (n. o.), Ashland, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	4.64
Ashland and Milford, Mass.	1	3060	Milford, Ashland, Mass.	Hopkinton R. R.	11.93
Asheville Junction and Waynesville, N. C.	3	13016	Asheville Junction, Waynesville, N. C.	Western North Carolina	23.23
Atchison Junction, Mo., and Leavenworth, Kans.	7	27017 (part)	Davenport, Iowa, Leavenworth, Kans.	C., R. I. and Pac. R. R.	20.66
Atco Junction and Williamstown, N. J.	2	7035	Atco Junction, Williamstown, N. J.	Williamstown	9.00
Atlantic and Griswold, Iowa.	6	27054	Atlantic, Griswold, Iowa.	Chicago, Rock Island and Pacific.	15.30
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.	3.66
Atoka and Lehigh, Ind. T.	7	32001	Atoka, Lehigh, Ind. T.	Mo. Pac. Rwy.	3.05

of railroads over which no railway post-offices run, in operation during the fiscal year ended 30, 1884.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
16,482	6	6	July 1, 1883	1,080	0 6	Supplied by Aberdeen, Dak., and by Minneapolis, Minn., and Aberdeen, Dak. R. P. O.; connects at Aberdeen, Dak., with Columbia and Huron, Dak.
5,947	6	12	July 1, 1880	103	2 0	
15,570	25	18	July 1, 1882	286	2 0	
23,292	7	10	Aug. 16, 1881	333	0 6	Connects at Alamosa with Pueblo and Silverton R. P. O.
9,515	12	4	Apr. 15, 1882	97	0 6	Supplied by Broadhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
24,478	7	8	Jan. 1, 1883	575	0 6	<sup>1</sup> Balance of route covered by Bremond and Cisco R. P. O. (See Table A <sup>1</sup> .)
3,401	9	12	Dec. 20, 1883	527	-----	Connects at Cisco with Bremond and Cisco and Texarkana and El Paso R. P. O. <sup>2</sup> Established December 20, 1883, between Alma and Ithaca, Mich. Connects at Alma, Mich., with East Saginaw and Lake View R. P. O. <sup>3</sup> Balance of route (39.11 miles) covered by East Saginaw and Lake View R. P. O.
7,881	6	4	Oct. 23, 1882	42	0 6	Connects with Wilmington and Charlotte R. P. O.
13,834	7	6	July 1, 1882	26	2 0	
35,832	13	12	July 1, 1881	334	3 0	
10,041	24	16	July 1, 1881	219	2 6	Supplied by closed pouches from Boston, Newburyport, and Bangor and Boston R. P. O.
3,455	6	2	Not weighed.		2 0	
33,278	24	10	July 1, 1881	463	2 6	Supplied by closed pouches from New Haven, and Boston, Springfield and New York R. P. O.
23,574	3	20	July 1, 1881	954	0 6	<sup>4</sup> Balance of route covered by Pueblo and Silverton R. P. O. (See Table A <sup>1</sup> .)
11,919	6	2	July 1, 1880	40	-----	Connects at Antonito with Pueblo and Silverton R. P. O.
7,261	6	4	July 1, 1880	116	2 0	
5,427	18	12	July 1, 1881	103	2 6	Supplied by Ashburnham Depot, Boston and Troy R. P. O. and East Junction and Boston R. P. O.
5,800	12	4	Nov. 20, 1883	68	0 6	Supplied by Bayfield, Wis., and by Cable and Hudson, Wis., R. P. O.; connects at Ashland, Wis., with Ashland and Menasha, Wis., R. P. O., and at Ashland Junction with Bayfield and Cable, Wis., pouch service.
7,468	6	2	July 1, 1881	130	2 0	Supplied from Boston and Milford.
17,671	6	21	Mar. 17, 1884	407	1 6	Connects with Salisbury and Warm Springs R. P. O.
23,056	13	14	Feb. 15, 1882	1,614	0 6	<sup>5</sup> Balance of route covered by Davenport and Cameron and Cameron, Plattsburgh and Atchison R. P. O. (See Table A <sup>1</sup> .)
11,268	12	3	July 1, 1881	71	2 0	Trains make all Leavenworth connections and connect at Beverly Station, Mo., with Council Bluffs and Kansas City R. P. O., and at Atchison Junction with Cameron, Plattsburgh and Atchison R. P. O.
19,030	12	8	July 1, 1883	176	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,562	12	4	July 1, 1881	60	2 0	Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service.
5,039	6	2	May 22, 1882	27	0 4	Supplied from Boston.
						Connects at Atoka with Hannibal and Denison R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Atsion and Atco, N. J. ....	2	Part of 7029	Whiting, Atco, N. J. ....	Phila. and Reading, N. J. So. Div.	19.42
Attica and Covington, Ind. ....	5	22047	Attica, Covington, Ind. ...	Wab., St. L. and Pac. ....	14.91
Attica and Yeddo, Ind. ....	5	22031	Attica, Yeddo, Ind. ....	Chi. and Great Southern ..	21.32
Au Sable and Alger Junction, Mich. <sup>2</sup>	9	24057	Au Sable, Alger Junction, Mich.	Det., Bay City and Alpena	47.35
Avoca and Carson, Iowa. ....	6	27063	Avoca, Carson, Iowa. ....	Chicago, Rock Island and Pacific.	17.80
Auburn and Harrisburg, Pa. ....	2	8028	Harrisburg, Auburn, Pa. ...	Phila. and Reading. ....	58.78
Auburn and Hope, R. I. ....	1	4008	Auburn, Hope, R. I. ....	New York, Providence and Boston R. R.	10.77
Auburndale Station (n. o.) and Newton Lower Falls, Mass. ....	1	3027	Auburndale Station (n. o.) and Newton Lower Falls, Mass.	Boston and Albany R. R. ..	2.09
Audubon and Atlantic, Iowa. ....	6	27044	Atlantic, Audubon, Iowa	Chicago, Rock Island and Pacific.	25.93
Balcony Falls and Lexington, Va. ....	3	11029	Balcony Falls, Lexington, Va.	Richmond and Alleghany R. R.	20.50
Ballston and Schenectady, N. Y. ....	2	6025	Schenectady, Ballston, N. Y.	Del. & Hud. Canal Co. ....	15.20
Bangor and Bethlehem, Pa. ....	2	8046	Bethlehem, Bangor, Pa. ...	Lehigh and Lackawanna..	32.20
Bardstown Junction and Bardstown, Ky. ....	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville..	17.98
Barneville and Thomaston, Ga. ....	4	15019	Barneville, Thomaston, Ga.	Central R. R. of Ga. ....	16.43
Bartos and Pottstown, Pa. ....	2	8057	Pottstown, Bartos, Pa. ....	Phila. & Reading. ....	13.28
Baton Rouge Junction (N. O.) and Port Allen, La. ....	4	30013	Baton Rouge Junction (N. O.), Port Allen, La.	Baton Rouge J'n and Port Allen R. R.	8.00
Battle Mountain and Austin, Nev. ....	8	45003	Battle Mountain, Austin, Nev.	Nev. Cent. R. R. ....	94.10
Bayfield and Cable, Wis. ....	6	25028	Hudson, Bayfield, Wis. ....	Chicago, St. Paul, Minneapolis and Omaha.	58.62
Bayhead Junction and Whiting, N. J. ....	2	7054	Whiting, Bayhead Junction, N. J.	Phila. and Long Branch...	28.58
Beach Haven and Tuckerton, N. J. ....	2	Part of 7032	Whiting, Beach Haven, N. J.	Tuckerton. ....	47.78
Bear Creek Junction (N. O.) and Morrison, Colo. ....	7	38022	Bear Creek Junction (N. O.), Morrison, Colo.	D., S. P. & P. Rwy. ....	9.74
Beaumont and Sabine Pass, Tex. ....	7	31045	Beaumont, Sabine Pass, Tex.	Texas and N. O. Rwy. ....	30.30
Bedford and Somerville Station (N. O.), Mass. ....	1	3019	Somerville Station (N. O.), Bedford, Mass.	Boston and Lowell R. R. ..	12.57
Benore and Tyrone, Pa. ....	2	8113	Tyrone, Benore, Pa. ....	Penn'a. ....	25.84
Berkeley and West Oakland, Cal. ....	8	46024	Berkeley, West Oakland, Cal.	Cent. Pac. R. R. ....	5.78
Berlin and Garrett, Pa. ....	2	8090	Berlin, Garrett, Pa. ....	Balto. and Ohio. ....	9.10
Bermuda Hundred and Winterpock, Va. ....	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Railway. ....	28.81
Berrien Springs and Buchanan, Mich. <sup>2</sup>	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley. ....	11.07
Beulah and Elkader, Iowa. ....	6	27023	Beulah, Elkader, Iowa. ....	Chicago, Milwaukee and St. Paul.	16.99
Birmingham and Coalburgh, Ala. ....	Part of 15042		Atlanta, Ga., Coalburgh, Ala.	Ga. Pac. Rwy. ....	10.00
Birmingham and Pratt Mines. ....	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal & Coke Co. ....	6.09

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
( <sup>2</sup> )	( <sup>2</sup> )	.....	July 1, 1881	Pounds.	Ft. In.	
				193	.....	<sup>1</sup> Balance of route, 23.88 miles, covered by Red Bank and Bridgeton R. P. O. (See Table A*.)
745	6	2	(Not weighed.)		.....	<sup>2</sup> No service.
13, 246	6	2	July 1, 1880	44	.....	From June 2, 1884.
16, 766	6	26	Jan. 15, 1884	616	.....	<sup>3</sup> Up to and including January 14, 1884, there was service on this route only between Tawas City and Prescott, Mich. January 15, 1884, the route was extended to begin at Au Sable and end at Alger, Mich., increasing distance 20.44 miles. R. P. O. service established April 18, 1884. Connects at Alger Junction, Mich., with Mackinaw City and Bay City R. P. O.
22, 285	12	12	July 1, 1883	141	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service.
56, 194	9	10	July 1, 1881	128	2 0	
13, 484	12	4	July 1, 1881	129	2 0	Supplied from Providence.
5, 233	24	10	July 1, 1882	50	2 6	Supplied from Boston and Boston, Springfield and New York R. P. O.
32, 464	12	16	July 1, 1883	273	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Audubon, Iowa, with Carroll and Audubon, Iowa, pouch service.
12, 833	6	10	Feb. 15, 1882	201	1 0	Connects with Richmond, Lynchburgh and Clifton Forge R. P. O.
19, 030	12	6	July 1, 1881	126	2 0	
40, 314	12	8	July 1, 1881	122	2 0	
11, 255	6	2	July 1, 1880	150	.....	
20, 570	12	8	July 1, 1880	68	2 0	
8, 313	6	6	July 1, 1881	115	2 0	
5, 840	7	6	Jan. 1, 1883	440	3 0	
68, 881	7	6	July 1, 1881	184	2 0	
36, 696	6	12	Apr. 16, 1884	591	0 6	Supplied from Bayfield, Cable, and Hudson, Wis., R. P. O.
85, 782	12	12	Aug. 1, 1882	60	2 0	
9, 677	12	2	July 1, 1881	214	2 0	<sup>4</sup> Balance of route (29 miles) covered by Whiting and Tuckerton R. P. O. (See Table A*.)
13, 226	13	10	July 1, 1883	48	0 6	Trains make all Denver connections.
9, 514	3	4	(Not weighed.)		0 4	Connects at Beaumont with Rockland and Beaumont and New Orleans and Houston R. P. O's.
15, 737	12	4	July 1, 1881	159	2 0	Supplied from Boston.
16, 175	6	5	May 1, 1882	77	2 0	
7, 835	13	4	July 1, 1881	92	2 0	
11, 393	12	2	July 1, 1881	78	2 0	
18, 035	6	2	Mar. 15, 1882	16	0 6	Connects with Richmond and Wilmington R. P. O.
13, 859	12	6	July 1, 1883	224	.....	<sup>5</sup> Connects at Buchanan, Mich. with Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's.
10, 635	6	20	July 1, 1883	164	0 6	Supplied by initial and terminal offices, and by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn., R. P. O's.
6, 260	6	2	Jan. 1, 1884	426	2 0	
7, 624	12	4	July 1, 1880	24	2 0	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number or route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Black Diamond and Nortonville, Cal.	8	46033	Black Diamond, Nortonville, Cal.	Black Diamond Coal Mining Co.	6.26
Blackville and Barnwell	4	14019	Blackville, Barnwell, S. C.	South Carolina R. R.	9.42
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	Grand Trunk R'y of Canada.	4.59
Blairtown and Delaware Station, N. J.	2	7042	Delaware Station, Blairtown, N. J.	N. Y., Susq. and West'n.	11.41
Blossburgh and Hoytville, Pa.	2	Part of 8020	Elmira, N. Y., Hoytville, Pa.	Tioga.	16.03
Bolles Junction and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash.	Oreg. Rwy. and Navig. Co.	31.10
Boston and Bellingham, Mass.	1	3033	Boston, Bellingham, Mass.	New York & New England R. R.	31.74
Boston and Dedham, Mass.	1	3036	Boston, Dedham, Mass.	Boston & Providence R. R.	10.25
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass.	Fitchburgh R. R.	10.90
Bonne Terre and Summitville, Mo.	7	28043	Bonne Terre, Summitville, Mo.	St. J. and Des Moines Rwy.	13.20
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo.	G., St. L. and Pac. Rwy.	13.11
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.), Presque Isle, Me.	New Brunswick R'y.	30.04
Bound Brook, N. J., and Jenkintown, Pa.	2	8103	Jenkintown, Pa., Bound Brook, N. J.	Phila. and Reading.	49.82
Bowling Green and Tontogany, Ohio.	5	21070	Bowling Green, Tontogany, Ohio.	Bow. Green R'y.	6.37
Bowmansdale and Shippensburg, Pa.	2	6126	Bowmansdale, Shippensburg, Pa.	Harrisburg and Potomac.	32.45
Bradford Junction and Salamanca, N. Y.	2	Part of 6102	Rochester, Salamanca, N. Y.	Roch. and Pitts.	*1.83
Braintree Junction (n. o.) and Kingston, Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.), Mass.	Old Colony R. R.	32.20
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and St. Paul.	11.78
Breadyville and Abington Station, Pa.	2	8109	Abington Station, Breadyville, Pa.	Phila. and Reading.	9.94
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.), Bridgeton, Me.	Bridgeton & Saco River R. R.	16.59
Bridgeport and Downingtown, Pa.	2	8007	Bridgeport, Downingtown, Pa.	Phila. and Reading.	21.64
Bridgeton and Port Norris, N. J.	2	7033	Bridgeton, Port Norris, N. J.	Cumberland and Maurice River.	20.00
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo.	Denver and Boulder Valley R. R.	27.69
Brighton and Martinsburgh, Iowa.	6	27082	Winfield, Martinsburgh, Iowa.	Burlington and North Western.	25.30
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Northern R. R.	13.11
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.	6.25
Brownsville and Isabel, Tex.	7	31018	Brownsville, Isabel, Tex.	Rio Grande R. R.	23.24
Buckeye Cottage and Thurston, Ohio.	5	21069	Buckeye Cottage, Thurston, Ohio.	Col. & Eastern.	32.49
Buffalo and Opelika, Ala.	4	17014	Buffalo, Opelika, Ala.	E. Ala. & Cincinnati R. R.	22.59
Burlington and Medford, N. J.	2	7007	Burlington, Medford, N. J.	Penna. (Amboy Division).	14.97
Butte City and Silver Bow, Mont.	8	Part of 41003	Ogden City, Utah, Butte City, Mont.	Utah and North'n R'wy.	7.00
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.	17.83
Cadee and Saint Martinsville, La.	4	30012	Cadee, Saint Martinsville, La.	Morgan's La. & Tex. R. R.	6.90

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
8,428	13	4	July 1, 1882	65	2 0	
5,896	6	2	Dec. 11, 1882	18	2 0	
2,873	6	4	May 16, 1883	113	2 0	
7,142	6	5	July 1, 1881	70	2 0	
20,031	12	6	July 1, 1881	560	2 0	<sup>1</sup> Balance of route (49.95 miles) covered by Elmira and Blossburgh R. P. O. (See Table A*.)
19,468	6	4	May 10, 1883	41	2 0	
19,869	6	2	July 1, 1881	305	2 0	Supplied from Boston.
19,249	18	6	July 1, 1881	255	2 0	Supplied from Boston.
6,823	6	2	July 1, 1881	90	2 0	Supplied from Boston.
33,052	24	8	July 2, 1883	120	0 6	Connects at Summitville with Saint Louis and Texarkana and Saint Louis and Columbus R. P. O's.
9,597	7	6	Dec. 1, 1883	88	0 4	Connects at Boulder with Fort Collins and Denver R. P. O.
18,806	6	2	June 1, 1882	108	2 0	Supplied by Vanceborough and Bangor R. P. O.
62,374	12	21	July 1, 1881	149	2 0	
5,981	( <sup>2</sup> )	3	July 1, 1880	119	.....	<sup>2</sup> 12 trips outward and 6 trips inward.
20,312	6	6	July 1, 1881	34	2 0	
1,665	12	4	July 1, 1881	292	2 0	<sup>3</sup> Balance of route (107.81 miles) covered by Rochester and Punxsutawney R. P. O. (See Table A*.)
40,314	12	4	April 4, 1883	383	2 0	Supplied from Boston.
7,374	6	6	June 5, 1883	180	0 6	Supplied by initial and terminal office, and by Oshkosh and Milwaukee, Wis., R. P. O.
6,258	6	10	July 1, 1881	339	2 0	
20,770	12	6	Jan. 1, 1883	221	2 0	Supplied by Portland and Swanton R. P. O., and Portland and Fryeburgh R. P. O.
13,546	6	6	July 1, 1881	33	2 0	
25,791	12	6	July 1, 1881	172	2 0	
20,269	7	26	July 1, 1881	260	0 6	Train runs from Denver and has all Denver connections.
15,837	6	20	July 1, 1883	78	0 6	Supplied from initial and terminal offices, and Burlington and Brighton, Iowa, R. P. O. connects at Brighton with Davenport, Iowa, and Cameron, Mo., R. P. O., and at Martinsburgh with Morning Sun and Oskaloosa, Iowa, R. P. O.
8,206	6	10	July 1, 1881	181	2 6	Supplied by Concord, Franklin, Manch. & Peterborough R. P. O. and Saint Albans & Boston R. P. O.
15,650	24	8	July 1, 1881	114	2 6	Supplied by Pittsfield & Bridgeport R. P. O.
14,548	6	2	July 1, 1881	17	0 4	Connects at Isabel with Morgan Line steamers.
2,079	6	2	Not weighed.		.....	Established May 22, 1884.
14,141	6	8	July 1, 1880	30	2 0	
21,936	14	8	July 1, 1881	119	2 0	
10,248	14	6	July 10, 1882	740	2 0	
22,323	12	13	July 1, 1881	226	2 6	Supplied by Boston & Wellfleet R. P. O.
4,319	6	2	Nov. 8, 1882	66	2 0	



TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, terminl of route.	Corporate title of company.	Miles of route.
Calais and Princeton, Me.	1	17	Calais, Princeton, Me. ....	St. Craix & Penobscot R. R.	21. 27
Calamine and Plattville, Wis.	6	25021	Calamine, Plattville, Wis.	Chicago, Milwaukee and St. Paul.	18. 75
Camden and Kingville, S. C.	4	14018	Camden, Kingville, S. C. ...	South Carolina R. R. ....	39. 03
Cameron and Kansas City, Mo.	6	27017 (Br'ch)	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.	55. 78
Canada Line (n. o.) and Island Pond, Vt.	1	7	Portland, Canada Line (n. o.), Vt.	Grand Trunk Rwy. ....	15. 72
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and St. Lawrence.	1. 20
Cañon City and West Cliff, Colo.	7	38010	Cañon City, West Cliff, Colo.	Denver and Rio Grande Rwy.	31. 20
Canton Depot (n. o.) and Stoughton, Mass.	1	3037	Canton Depot (n. o.), Stoughton.	Boston and Providence R. R.	4. 16
Cape Girardeau and Puxico, Mo.	7	28545	Cape Girardeau, Puxico, Mo.	Cape Girardeau Rwy. ....	43. 99
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Wat. and Ogd. ....	25. 82
Carbon Centre, Mo., and Woytown, Kans.	7	28041	Carbon Centre, Mo., Woytown, Kans.	K. C., Ft. S. and G. R. R. ...	24. 05
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower Mining, Mfg and Trans. Co.	25. 39
Carbonado and New Tacoma, Wash.	8	43005	New Tacoma, Carbonado, Wash.	Northern Pac. R. R.	34. 83
Carey and Delphos, Ohio.	5	21081	Carey, Delphos, Ohio. ....	Cleve., Del. and St. Louis..	58. 60
Carey and Findlay, Ohio.	5	21021	Carey, Findlay, Ohio. ....	Ind., Bloom. and West ....	16. 00
Carlisle and Pine Grove Furnace, Pa.	2	8052	Carlisle, Pine Grove Furnace, Pa.	South Mountain. ....	18. 92
Caro and Saginaw, Mich.	9	24014	Caro, Saginaw, Mich. ....	Michigan Central. ....	34. 04
Carrington and Jamestown, Dak.	6	35016	Jamestown, Carrington, Dak.	Jamestown and Northern.	43. 48
Carroll and Audubon, Iowa	6	27071 27080	Carroll, Kirkman, Iowa... Manning, Audubon, Iowa.	Chicago and Northwestern Chicago and Northwestern	17. 37 17. 99
Carrollton, N. Y., and Bradford, Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	N. Y., L. E. and West. ....	11. 60
Carson and Hastings, Iowa	6	27058	Hastings, Carson, Iowa...	Chicago, Burlington and Quincy.	16. 25
Cartersville, and Cedar-town, Ga.	4	15020	Cartersville, Cedartown, Ga.	East & West Railroad of Ala.	36. 55
Caseville and Pontiac, Mich.	9	24064	Caseville, Pontiac, Mich..	Pontiac, Oxford and Pt. Austin.	100. 73

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
18,315	6	2	July 1, 1881	Pounds. 46	Ft. In. 2 0	Supplied from Calais and Princeton.
85,212	18	10	July 1, 1883	216	0 6	Supplied from initial and terminal offices, and by Milton and Mineral Point, Wis., R. P. O.; connects at Plattville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
24,432	6	6	July 1, 1880	376	2 0	
75,749	13	24	Not weighed.		0 6	Connects at Cameron, Mo., with Davenport, Iowa, and Cameron, Mo., R. P. O., and at Kansas City, Mo., with lines centering at that city.
10,840	6	2	July 1, 1881	1,829	2 0	Supplied by Island Pond and Portland & Island Pond R. P. O.
74,880	6	15	July 1, 1881	1,218	4 0	
19,531	6	14	Aug. 16, 1882	341	0 6	Connects at Cañon City with Denver, Pueblo and Leadville and Denver and Ogden R. P. O's.
5,208	12	10	July 1, 1881	122	2 6	Supplied by Boston and Boston and Providence R. P. O.
38,378	(1)	18	Feb. 1, 1884	190	0 6	<sup>1</sup> 18 round trips between Cape Girardeau and Delta, 14.81 miles; 6 round trips between Delta and Puxico, 29.18 miles.
52,326	12	12	July 1, 1881	263	2 0	Connects at Delta (n. o.) with Saint Louis and Columbus R. P. O.
17,605	7	26	July 1, 1881	129	0 6	Connects at Rich Hill, Mo., with Kansas City, Pleasant Hill and Joplin R. P. O., and at Woytown, Kans., with Kansas City and Memphis R. P. O.
31,788	12	12	July 1, 1883	189	0 6	Supplied by initial and terminal offices, and by Centralia and Cairo, Ill., R. P. O. Connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O. and with Pinkneyville and Murphysborough, Ill., pouch service.
21,188	6	10	Nov. 1, 1881	312	2 0	
34,065	6	2	Oct. 1, 1883	112	.....	Formerly Delphos and Mount Blanchard; extended October 1, 1883, to Carey; increased distance, 10.34 miles.
20,032	12	4	July 1, 1880	60	.....	
23,687	12	6	July 1, 1881	110	2 0	
21,309	18	54	July 1, 1883	288	.....	<sup>2</sup> At Vassar, Mich., connects Bay City and Detroit R. P. O.; at East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, Ludington and Toledo, and Manistee and East Saginaw R. P. O's.; at Saginaw, Mich., connects Bay City and Jackson R. P. O.
27,218	6	8	Not weighed.		0 6	Supplied from Jamestown, Dak., and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
21,747	12	28	July 1, 1883	170	1 0	Supplied by initial and terminal offices and by Cedar Rapids and Council Bluffs, Iowa, R. P. O.
22,523	12	12	May 10, 1882	72	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
14,523	12	10	July 1, 1881	665	2 0	Formerly part of Carrollton and Buttsville R. P. O.; discontinued.
20,345	12	12	July 1, 1882	127	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
26,681	7	22	July 1, 1880	85	4 0	
6,446	6	32	July 1, 1883	241	.....	<sup>3</sup> Established December 1, 1883. R. P. O. service established January 7, 1884. At Clifford, Mich., connects East Saginaw and Port Huron R. P. O.; at Imlay City, Mich., connects Port Huron and Chicago R. P. O.; at Oxford, Mich., connects Bay City and Detroit R. P. O.; and at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Cassville Junction and Richfield Springs, N. Y.	2	6043	Cassville Junction, Richfield Springs, N. Y.	Del., Lack. and Western..	22.04
Castroville and Monterey, Cal.	8	Part of 46030	Monterey, Salinas, Cal. . .	South'rn Pac. R. R. ....	16.57
Catawissa Junction and Tivoli, Pa.	2	8110	Catawissa Junction, Tivoli, Pa.	Williamsport and No-Branch.	10.93
Cecil and Paulding, Ohio.	5	21088	Cecil, Paulding, Ohio. ....	Pauld. & Cecil. ....	6.44
Centralia and Columbia, Mo.	7	28009	Centralia, Columbia, Mo. .	W., St. L. and P. R'w'y...	22.22
Chagrin Falls and Solon, Ohio.	5	21079	Chagrin Falls, Solon, Ohio.	Chag. Falls & Southern...	5.86
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburgh, Pa.	Western Maryland. ....	21.90
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto. ....	23.43
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R. ....	9.00
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y. .	Boston and Alb. ....	17.94
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R. ....	6.00
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co. .	22.86
Cherry Vale and Coffeyville, Kans.	7	Part of 33004	Lawrence, Coffeyville, Kans.	Southern Kansas R'w'y...	16.67
Chicago Junction and Rice Lake, Wis.	6	25048	Eau Claire, Chicago Junction (n. o.), Wis.	Chicago, St. Paul, Minneapolis and Omaha.	22.78
Claremont and Claremont Junction (n. o.), N. H.	1	1009	Concord and Claremont Junction (n. o.), N. H.	Concord & Claremont R. R.	1.90
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pitts. and Western. ....	6.78
Claremont and Waverly Station, Va.	3	11034	Claremont, Waverly Station, Va.	Atlantic & Danville R. R.	18.50
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central. ....	9.59
Climax and Bainbridge, Ga.	4	Part of 15031	Thomasville, Bainbridge, Ga.	Savh., Fla. and Western Rwy.	9.60
Clinton and Consville, Mo.	7	28055	Clinton, Consville, Mo. . .	K. C. and Southern R'w'y.	11.55
Clinton and Port Hudson, La.	4	30006	Clinton, Port Hudson, La.	Clinton & Port Hudson R. R.	20.90
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburg, Dutchess and Conn.	8.10
Coalville Junction and Coalton, Pa.	2	8143	Coalville Junction, Coalton, Pa.	Shenango and Allegheny..	3.00
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction (n. o.), Ponca, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	16.37
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va. & Ga. R. R. .	10.59
Coleman and Mount Pleasant, Mich. <sup>2</sup>	9	24043	Coleman, Mount Pleasant, Mich.	Flint & Péro Marquette ..	15.04
Colorado Springs and Manitou Station, Colo.	7	38030	Colorado Springs, Manitou Station, Colo.	Denver and Rio Grande R'w'y.	5.40
Colton and Scofield, Utah.	8	41009	Colton, Scofield, Utah. ....	.....do .....	17.30
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Susq. and West'n ..	3.16
Columbia and Middletown, Pa.	2	Part of 8027	Lancaster, Middletown, Pa.	Penna. ....	19.49
Columbus and Artesia, Miss.	4	18014	Columbus, Artesia, Miss. .	Mobile & Ohio R. R. ....	14.11
Columbus, Miss., and Fayette, Ala.	4	18005	Columbus, Miss., Fayette, Ala.	Ga. Pacific R'w'y. ....	44.83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips - per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
27,594	12	18	July 1, 1881	311	2 0	
24,258	14	4	July 1, 1882	89	2 0	
12,684	12	3	July 1, 1881	83	2 0	
8,931	6	2	Nov. 1, 1882	92	.....	
30,174	18	18	July 1, 1883	400	1 0	Connects at Centralia with Saint Louis, Moberly and Kansas City R. P. O., and Saint Louis, Louisiana, and Kansas City R. P. O.
3,668	6	2	Sept. 1, 1881	217	.....	
27,418	12	6	July 1, 1881	121	2 0	
29,334	12	10	July 1, 1881	185	2 0	
22,536	24	14	July 1, 1881	207	2 0	
33,691	18	6	July 1, 1881	144	2 0	
8,136	13	4	July 1, 1880	97	2 0	
28,620	12	8	July 1, 1881	166	2 0	
10,060	6	10	July 1, 1881	1,117	0 6	<sup>1</sup> Balance of route covered by Lawrence and Burlington and Kansas City and Harper R. P. O. (See Table A <sup>2</sup> .)
14,280	6	2	Apr. 16, 1884	316	0 6	Connects at Cherry Vale with Arcadia and Cherry Vale R. P. O., Kansas City and Harper R. P. O., and Saint Louis and Halstead R. P. O.
1,189	6	4	July 1, 1881	332	2 0	Connects at Rice Lake, Wis., with Rice Lake and Eau Claire, Wis., R. P. O., and at Chicago Junction with Cable and Hudson, Wis., R. P. O.
8,425	12	4	July 1, 1881	490	2 0	Supplied by Claremont, Newport, N. H., and Newport and Springfield R. P. O.
11,587	6	3	Not weighed.		0 6	Connect with Norfolk and Lynchburg R. P. O.
6,003	6	2	July 1, 1883	11	0 6	Connects at Buckingham, Ill., with Kankakee and Kankakee Junction, Ill., R. P. O.
7,008	7	4	July 1, 1880	98	2 0	
16,909	14	8	Mar. 15, 1884	123	0 6	Connects at Clinton with Hannibal and Denison R. P. O.
13,074	6	4	July 1, 1880	62	2 0	
5,070	6	3	July 1, 1881	32 <sup>b</sup>	2 0	
1,878	6	1	July 1, 1881	241	2 0	
10,247	6	8	July 1, 1882	113	0 6	Supplied by Sioux City, Iowa, and Ponca, Nebr.; connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., R. P. O.
6,629	6	6	July 1, 1880	157	3 0	
18,830	12	8	July 1, 1883	190	0 0	<sup>2</sup> Connects at Coleman, Mich., with Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
7,906	14	6	Aug. 15, 1883	219	0 6	Connects at Colorado Springs with Denver, Pueblo and Leadville R. P. O., and Denver and Ogden R. P. O.
12,664	7	2	Nov. 1, 1881	38	2 0	
1,978	6	2	Sept. 10, 1883	43	2 0	
24,401	12	10	July 1, 1881	312	2 0	
8,832	6	4	July 1, 1880	301	2 0	<sup>2</sup> Balance of route, 12.15 miles, covered by Lancaster and Frederick R. P. O. (See Table A <sup>2</sup> .)
28,063	6	6	.....	.....	2 0	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Columbus and La Grange, Tex.	7	31014	Columbus, La Grange, Tex	G. H. and S. A. R'w'y.....	31.61
Como and Dillon, Colo....	7	38026	Como, Dillon, Colo .....	D., S. P. and Pac. R'w'y ...	30.28
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Coopers-	Cooperstown and Susq.	16.25
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Valley. Sanborn, Cooperstown and Turtle Mountain.	37.53
Cornwell and Mount Sterling, Ky.	5	20022	Cornwell, Mount Sterling, Ky.	Coal Road Construction Co.	19.68
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill. ....	Chicago and North Western.	5.24
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Couders-	Coudersport and Port Allegheny.	16.68
Covington and Snoddy's Mills, Ind.	5	22040	Covington, Snoddy's Mills, Ind.	Chi. and Eastern Ill .....	9.37
Creighton and Norfolk, Nebr.	6	34018	Norfolk Junction (n. o.), Creighton, Nebr.	Fremont, Elkhorn and Mo. Valley.	42.50
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penn's.....	10.90
Creston and Fontanelle, Iowa.	6	27041	Creston, Fontanelle, Iowa.	Chicago, Burlington and Quincy.	31.02
Crivitz and Green Bay, Wis.	6	25016	Milwaukee, Crivitz, Wis. .	Milwaukee and Northern.	52.35
Crown Point and Hammondsville, N. Y.	2	8099	Crown Point, Hammonds-	Crown Point Iron Co's....	11.96
Cucharas and El Moro, Colo.	7	Part of 38001	Denver, El Moro, Colo. ....	Denver and Rio Grande R'w'y.	36.90
Cuero and Indianola, Tex.	7	31019	Cuero, Indianola, Tex. ....	G. W. T. and P. R'w'y .....	66.74
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R .....	23.20
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Penna. and Erie, Early Branch.	6.01
Dallas and Kemp, Tex. ....	7	31031	Dallas, Kemp, Tex. ....	Texas Trunk R'w'y.....	47.12
Danville, Mocksville, and Southwest Junction, Va., and Sharpsborough, N. C.	3	13022	Danville, Mocksville, and Southwest Junction, Va., Sharpsborough, N. C.	Dan., Mocks. and S. W. R. R.	7.97
Danville and Spence's Store, Va.	3	11028	Danville, Spence's Store, Va.	Danville and New River R. R.	57.99
Decatur and Leon, Iowa..	6	27084	Des Moines, Leon, Iowa ..	Des Moines, Osceola and Southern.	6.62
Decorah and Conover, Iowa.	6	27026	Conover, Decorah, Iowa ..	Chicago, Milwaukee and Saint Paul.	9.37
Delano and Mahanoy City, Pa.	2	Part of 8011	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley .....	25.58
Del Rio and El Paso, Tex.	7	Part of 31039	San Antonio, El Paso, Tex.	G. H. and S. A. R'w'y.....	463.15
Delhi and Walton, N. Y. .	2	6050	Walton, Delhi, N. Y. ....	N. Y., Ont. and West'n....	17.82
Denver and Logansport, Ind. <sup>4</sup>	9	Part of 22027	Denver, Logansport, Ind.	Wabash, Saint Louis and Pacific.	18.08

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
19,788	6	8	July 1, 1882	129	0 6	Connects at Columbus with Houston and Del Rio R. P. O.
18,956	6	20	Feb. 1, 1883	209	0 6	Connects at Como with Denver and Leadville R. P. O., and at Dillon with Leadville and Dillon R. R.
20,845	12	14	July 1, 1881	332	2 0	
23,493	6	10	Not weighed.		0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
12,319	6	2	July 1, 1880	74	-----	
16,401	30	10	July 1, 1883	273	0 6	Connects at Cortland, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
10,441	6	5	Oct. 9, 1882	148	2 0	
5,865	6	2	July 1, 1880	37	-----	
26,605	6	12	Sept. 1, 1881	172	0 6	Connects at Norfolk, Nebr., with Emerson and Norfolk, Nebr., and with Missouri Valley, Iowa, and Valentine, Nebr., R. P. O's.
13,759	12	3	July 1, 1881	213	2 0	
33,837	12	16	July 1, 1883	306	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O.; connects at Creston, Iowa, with Creston, Iowa, and Saint Joseph, Mo., R. P. O.
32,771	6	18	Apr. 16, 1884	1,224	1 0	Supplied by initial and terminal offices, and by Green Bay and Milwaukee, Wis., R. P. O.
7,499	6	3	July 1, 1881	37	2 0	
23,099	6	26	July 1, 1882	2,233	0 6	<sup>1</sup> Connects at Cucharas with Pueblo and Silverton R. P. O., and at El Moro with Kansas City and Albuquerque R. P. O.
46,854	7	18	July 1, 1882	159	0 6	Connects at Victoria with Rosenberg and Victoria R. P. O.
14,523	6	4	July 1, 1880	65	2 0	
3,762	6	2	July 1, 1881	37	2 0	
29,497	6	24	Sept. 26, 1881	114	0 6	Makes all Dallas, Tex., connections.
4,989	6	3	Not weighed.		0 6	
36,270	6	11	July 3, 1882	163	1 6	
4,144	6	4	July 1, 1883	151	0 6	Connects at Decatur, Iowa, with Des Moines and Decatur, Iowa, R. P. O., and at Leon, Iowa, with Chariton, Iowa, and Albany, Mo., R. P. O.
11,731	12	8	July 1, 1883	484	0 6	Connects at Conover, Iowa, with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6,986	12	2	July 1, 1881	225	2 0	<sup>2</sup> Balance of route (47.25 miles) covered by Penn Haven and Mount Carmel R. P. O. (See Table A*.)
3,390	7	50	Not weighed.		1 6	<sup>3</sup> Balance of route covered by Houston and Del Rio R. P. O. (See Table A*.)
						Connects at Del Rio with Houston and Del Rio R. P. O., and at El Paso with Texarkana and El Paso R. P. O., Albuquerque and El Paso R. P. O., El Paso and Deming R. R., and Mexican Central R. R.
11,155	6	3	July 1, 1881	220	2 0	
13,842	6	12	Aug. 1, 1882	515	-----	<sup>4</sup> Established May 19, 1884; there was R. P. O. service on this route previous to that date; at Denver, Ind., connects with Detroit and Peru and Michigan City and Indianapolis R. P. O.'s; at Logansport, Ind., connects Chicago, Richmond, and Cincinnati; Logansport and Keokuk; Marmont and Terre Haute; and Toledo and Saint Louis R. P. O.'s.
						<sup>5</sup> Balance of route (186.03 miles) covered by Detroit and Peru R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Denver and Semper, Colo.	7	38028	Denver, Semper, Colo.....	Denver R. R. Construction, Land and Coal Co. Conn. and Pass. and Mississippi Valley R. R.	10.39
Derby Line and Newport, Vt.	1	2010	White River Junction and Derby Line, Vt.	McC., Deah. and Tol.....	9.72
Deshler and McComb, Ohio	5	21050	Deshler, McComb, Ohio ..	Flint and Pere Marquette..	10.28
Detroit and Bay City Crossing and Saginaw, Mich. <sup>1</sup>	9	24049	Detroit and Bay City Crossing, Saginaw, Mich.		2.76
De Witt and Tobias, Nebr	6	34026	De Witt, Tobias, Nebr....	Nebraska and Colorado ...	23.74
Dexter and Newport, Me..	1	2	Newport, Dexter, Me .....	Maine Central R. R. ....	14.90
Dickson and Centreville, Tenn.	5	19016	Dickson, Centreville, Tenn	Nashville and Tuscaloosa.	34.50
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H. .	Eastern R. R. ....	11.82
Dover and Chester, N. J. .	2	7014	Dover, Chester, Pa .....	Del., Lack. and W., M. and E. Division.	13.94
Downingtown and New Holland, Pa.	2	8047	Downingtown, New Holland, Pa.	Penn'a.....	27.69
Downs and Bull City, Kans.	7	33029	Downs, Bull City, Kans ..	Central Branch, U. P. R. R.	24.08
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading .....	10.87
Dudley and Saxton, Pa. ....	2	8138	Saxton, Dudley, Pa .....	Hunt and Broad Top .....	6.18
Duluth and Brainerd, Minn.	6	28011	Duluth, Brainerd, Minn ..	Northern Pacific.....	114.67
Duncansville and Newry, Pa.	2	8140	Duncansville, Newry, Pa..	Penn'a.....	3.18
Durant and Lexington, Miss.	4	18017	Durant, Lexington, Miss..	Illinois Central R. R. ....	12.16
Eagle Bend and Sauk Centre, Minn.	6	28047	Sauk Centre, Eagle Bend, Minn.	St. Paul, Minneapolis, and Manitoba.	37.34
Eagle and Elkhorn, Wis ..	6	25041	Elkhorn, Eagle, Wis.....	Chicago, Milwaukee and St. Paul.	17.56
East Berlin and Junction, Pa.	2	8033	Junction, East Berlin, Pa.	Hanover Junction, Hanover and Gettys.	7.86
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass	Eastern R. R. ....	10.77
East and West Junction and Broken Arrow, Ala.	4	17028	East and West Junction (n. o.), Broken Arrow, Ala.	East and West R. R. of Ala.	41.75
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley .....	6.23
Echo and Park City, Utah.	8	41008	Echo City, Park City, Utah.	Echo and Park City R. R..	28.45
Eckley and Tunnel, Pa. ....	2	8135	Tunnel, Eckley, Pa.....	Lehigh Valley .....	2.24
Egan and Sioux Falls, Dak.	6	35007	Flandreau, Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul.	34.77
Eland and Wausau, Wis ..	6	25049	Manitowoc, Wausau, Wis.	Milwaukee, Lake Shore and Western.	23.01
Elizabethtown, Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Ches. & Ohio & So. West.	6.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
7,605	7	6	Apr. 10, 1883	78	0 4	Train makes all Denver connections.
6,084	6	6	July 1, 1881	2,105	2 0	Supplied by Newport, Vt., and Newport and Springfield, R. P. O.
12,870	12	4	Jan. 17, 1881	40	-----	At Detroit and Bay City Crossing, connects Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O's; at Saginaw, Mich., connects Bay City and Jackson and East Saginaw and Lake View R. P. O's.
7,452	19	11	July 1, 1883	264	-----	
14,861	6	6	Not weighed.		0 6	Supplied by De Witt and Nebraska City, Nebr., and Beatrice, Nebr., R. P. O.
27,982	18	10	July 1, 1881	252	2 6	Supplied by Newport, Me., and Bangor and Boston R. P. O.
19,590	6	2	Mar. 17, 1884	150	-----	Formerly Dickson to Moore's (n. o.); extended March 17, 1884, to Centreville; increased distance 4.50 miles.
14,172	12	10	July 1, 1881	41	2 6	Supplied by Boston, Portsmouth, and Bangor and Boston R. P. O.
26,179	18	6	July 1, 1881	97	2 0	
34,666	12	20	July 1, 1881	340	3 0	
15,074	6	14	July 1, 1882	221	0 6	Connects at Downs with Atchison and Lenora R. P. O.
20,413	18	9	July 1, 1881	341	2 0	
3,856	6	2	July 1, 1881	57	2 0	Supplied by initial and terminal offices; connects at Brainerd, Minn., with Saint Paul, Minn., and Bismarck, Dak., R. P. O., and at Duluth, Minn., with Duluth, and Saint Paul, Minn., R. P. O.
83,938	7	24	May 1, 1882	121	0 6	
3,961	12	2	July 1, 1881	61	2 0	
8,238	6	2	Aug. 6, 1883	149	2 0	
23,374	6	12	Jan. 1, 1884	108	0 6	Connects at Sauk Centre, Minn., with Saint Vincent and Saint Paul, Minn., and with Little Falls and Morris, Minn., R. P. O's.
10,992	6	8	July 1, 1883	40	0 6	Supplied by initial and terminal offices; connects at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O., and at Eagle, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
4,607	6	3	July 1, 1881	687	2 0	
13,484	12	4	July 1, 1881	113	2 0	Supplied from Boston.
26,135	6	6	Nov. 1, 1883	106	3 0	
7,799	12	5	July 1, 1881	110	2 0	
41,651	14	14	May 2, 1881	277	2 0	
1,402	6	1	July 1, 1881	23	2 0	Supplied by initial and terminal offices; connects at Egan, Dak., with La Crosse, Wis., and Woonsocket, Dak., R. P. O., and at Sioux Falls, Dak., with Sioux Falls, Dak., and Sioux City, Iowa, and with Saint Paul, Minn., and Sioux Falls, Dak., R. P. O., and with Sioux Falls and Salem, Dak., pouch service.
21,766	6	16	Mar. 1, 1882	948	0 6	
28,808	12	16	July 1, 1883	687	0 6	Supplied by initial and terminal offices, and by Summit Lake and Milwaukee R. P. O.; connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
7,775	12	4	July 1, 1880	904	-----	



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Ellendale and Aberdeen, Dak.	6	35012	Ellendale, Ashton, Dak ...	Chicago, Milwaukee and St. Paul	37.40
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and W. ....	8.55
Elmer and Salem, N. J. ....	2	7021	Elmer, Salem, N. J. ....	West Jersey .....	17.01
Elmira Junction (n. o.) and Riverside, Iowa.	6	27048	Elmira Junction (n. o.), Riverside, Iowa.	Burlington, Cedar Rapids and Northern.	23.37
El Paso, Tex., and Deming, N. Mex.	7	39005	El Paso, Tex., Deming, N. Mex.	C. P. R. R., Leassee S. P. R. R.	83.72
Emmittsburg and Rocky Ridge, Md.	3	10019	Emmittsburg, Rocky Ridge, Md.	Western Maryland .....	7.26
Emory and Jefferson, Ga. . . .	4	15045	Emory, Jefferson, Ga. ....	Gainesville, Jefferson & So. R. R.	13.51
Essex and Wenham, Mass. ....	1	3008	Wenham, Essex, Mass. ....	Eastern R. R. ....	5.41
Eufaula and Clayton, Ala. ....	4	17021	Eufaula, Clayton, Ala. ....	Vicksburg and Brunswick R. R.	21.51
Fair Oaks, Attica, Ind. ....	5	22023	Fair Oaks, Attica, Ind. ....	Chi. and Great Southern ..	52.34
Fall Creek, Ill., and Hannibal, Mo.	6	23041	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy.	6.29
Farmington and Phillips, Me.	1	20	Farmington, Phillips, Me.	Sandy River R. R. ....	13.25
Fayetteville and Lumber Bridge, N. C.	3	13011	Fayetteville, Lumber Bridge, N. C.	Cape Fear and Yad. Val. .	16.55
Fergus Falls, Minn., and Milnor, Dak.	6	26042	Wadena, Minn., Milnor, Dak.	Northern Pacific .....	63.91
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Penn'a .....	12.52
Flomaton and Repton, Ala. ....	4	17026	Flomaton, Repton, Ala. ....	Louis. and Nash. R. R. ....	29.76
Florence, Wis., and Crystal Falls, Mich.	6	24032	Powers, Crystal Falls, Mich.	Chicago and Northwestern	16.21
Florence and Tuscumbia, Ala.	4	17025	Florence, Tuscumbia, Ala.	Memphis and Charleston R. R.	6.31
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading .....	7.26
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Chicago, Milwaukee and Saint Paul.	23.83
Fork's Creek and Central City, Colo.	7	38021	Fork's Creek, Central City, Colo.	Colo. Central R. R. ....	11.29
Fort Dodge and Tara, Iowa	6	27031	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.	6.13
Fort Valley and Perry, Ga. ....	4	15017	Fort Valley, Perry, Ga. ....	Southwestern R. R. ....	13.32
Fostoria and Flint, Mich. ....	9	24047	Fostoria, Flint, Mich. ....	Flint and Pere Marquette.	24.46
Frackville and Pottsville, Pa.	2	8050	Pottsville, Frackville, Pa.	Phila. and Reading .....	11.63

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
23,412	6	12	July 1, 1883	174	0 6	Supplied by initial and terminal offices, and by Minneapolis, Minn., and Aberdeen, Dak., R. P. O.; connects at Aberdeen with Aberdeen and Mitchell, Dak., and Columbia, and Huron, Dak., R. P. O's.
5,352	6	3	July 1, 1881	222	2 0	
21,296	12	12	1, 1881	232	2 0	
14,629	6	8	1, 1883	35	0 6	Supplied by Iowa City, and by Muscatine and Montezuma, Iowa, R. P. O.; connects at Iowa City with West Liberty and Council Bluffs, Iowa, R. P. O., and at Elmira Junction with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
64,943	7	12	Aug. 15, 1881	85	1 6	Connects at El Paso with Albuquerque and El Paso R. P. O., Texarkana and El Paso, R. P. O., Del Rio and El Paso Railroad, and Mexican Central Railroad; connects at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and Rincon and Deming Railroad.
9,089	12	8	July 1, 1881	788	1 0	Connects with Baltimore and Williamsport R. P. O.
8,457	6	4	July 2, 1883	52	2 0	
6,773	12	4	July 1, 1881	45	2 0	Supplied by Bangor and Boston R. P. O.
13,465	6	4	July 1, 1880	49	2 0	
12,894	6	2	.....	Not weighed		From March 14, 1884.
8,967	6	4	July 1, 1883	867	0 6	Connects at Quincy, Ill., with Chicago and Quincy, Ill., R. P. O., and at Hannibal with Hannibal, Mo., and Denison, Tex., R. P. O.
22,849	12	6	July 1, 1880	129	2 0	Supplied by Farmington, and Farmington and Lewiston R. P. O.
10,360	6	8	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
41,885	6	12	July 1, 1883	250	0 6	Supplied by initial and terminal offices, and by Wadena and Fergus Falls, Minn., R. P. O. Connects at Breckenridge, Minn., with Neche and Breckenridge and Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O's.
15,675	12	10	July 1, 1881	137	2 0	
18,629	6	2	Sept. 1, 1882	7	2 0	
23,731	14	16	June 1, 1882	240	0 6	Supplied from Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction, Mich., with Iron River Junction and Iron River pouch service.
3,950	6	4	July 1, 1880	152	2 0	
4,544	6	2	July 1, 1881	35	2 0	
36,095	12	24	July 1, 1883	147	0 6	Supplied by Fond du Lac, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O., Fond du Lac and Milwaukee, Wis., R. P. O., and Sheboygan and Princeton, Wis., R. P. O.
15,331	13	14	July 1, 1882	329	1 0	Connects at Fork Creek with Denver and Georgetown R. P. O.
3,837	6	2	July 1, 1883	758	0 6	Connects at Fort Dodge, Iowa, with Albert Lea, Minn., and Angus, Iowa, R. P. O., and at Tara, Iowa, with Ruthven and Des Moines, Iowa, R. P. O.
8,338	6	6	July 1, 1880	65	2 0	
30,623	6	12	July 1, 1883	70	.....	At Otter Lake, Mich., connects Bay City and Detroit R. P. O.; at Flint, Mich., connects Bay City, Wayne, and Detroit, Ludington and Toledo, and Port Huron and Chicago R. P. O.
14,548	12	7	July 1, 1881	119	2 0	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	Milford, Franklin and Providence.	5.37
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls, R. I.	New York and New Eng..	14.40
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex.....	19.96
Frederick and Araby, Md.	3	10004	Frederick, Araby, Md....	Baltimore and Ohio.....	3.11
Freeland and Jeddo, Pa.	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley.....	3.24
Fulton and Guerneville, Cal.	8	46027	Fulton, Guerneville, Cal..	San Fran. and N. Pac. R. R.	16.09
Gadsden and Atalla, Ala.	4	17020	Gadsden, Atalla, Ala....	E. Ala. and Cincinnati R. R.	6.13
Gainesville, Ala., and Narcoeta, Miss.	4	17011	Gainesville, Ala., Narcoeta, Miss.	Tramroad Transfer Co....	22.06
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis.	Chicago and North Western.	8.23
Garo and London, Colo.	7	38024	Garo, London, Colo.....	D., S. P. and Pac. R. R....	15.75
Genoa and Fullerton, Nebr.	6	34025	Genoa, Fullerton, Nebr...	Omaha, Nebraska and Black Hills.	14.54
Geneva and Aurora, Ill.	6	23056	Geneva, Aurora, Ill.....	Chicago and North Western.	10.62
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	I. and G. N. Rwy.....	10.22
Gilbertville and Canton, Mo.	1	19	Mechanic Falls, Gilbertville, Mo.	Rumford Falls and Buckfield.	1.63
Gilroy and Tres Pinos, Cal.	8	46084	Gilroy, Tres Pinos, Cal...	Southern Pac. R. R.....	20.20
Girard and Chanute, Kans.	7	33039	Girard, Chanute, Kans...	Southern Kans. Rwy.....	41.23
Glode Spring and Saltville, Va.	3	11014	Glode Spring, Saltville, Va.	Norfolk and Western.....	10.03
Glasgow Junction, Glasgow.	5	20011	Glasgow Junction, Glasgow, Ky.	Louis. and Nash.....	10.83
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading.....	14.26
Glen Ellen and San Francisco, Cal.	8	46039	San Francisco, Glen Ellen, Cal.	Sonoma Valley R. R.....	43.35
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W.....	12.09
Grafton and Philippi, W. Va.	3	12012	Grafton, Philippi, W. Va.	Grafton and Greenbrier...	24
Grafton and Woodland, Cal.	8	46007	Woodland, Grafton, Cal...	Calif. Pac. R. R.....	9.84
Grand Gulf and Port Gibson, Miss.	4	18006	Grand Gulf, Port Gibson, Miss.	Grand Gulf and Port Gibson R. R.	7.81
Grantsburgh, Wis., and Rush City, Minn.	6	26851	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth.....	17.34
Gratiot and Shullsburgh, Wis.	6	25004	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and St. Paul.	11.50
Gratiot and Warren, Ill.	6	25020	Warren, Ill., Mineral Point, Wis.	.....do.....	7.15
Great Falls, Rollinsford (n. o.), N. H.	1	1021	Rollinsford (n. o.), Great Falls, N. H.	Boston and Maine.....	2.50
Great Neck Station and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Great Neck Station, N. Y.	Long Island.....	6.96

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.		Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
					Pounds.	Ft. In.	
10,084	18	8	Aug. 20, 1883		71	2 6	Supplied by Providence and Boston and Hope Junction R. P. O.
18,028	12	4	May 2, 1881		51	.....	Supplied by closed pouches from Boston and Providence.
12,470	12	6	July 1, 1881		195	2 0	Balance of route, 14.80 miles, covered by Branchville and Waterloo R. P. O. (See Table A*.)
5,189	16	9	July 1, 1881		73	1 0	Connects with the Baltimore and Lexington R. P. O.
2,028	8	1	July 1, 1881		73	2 0	
10,072	6	4	July 1, 1882		164	2 0	
3,837	6	2	July 1, 1880		116	2 0	
18,809	6	4	July 1, 1880		96	2 0	
10,303	12	8	Apr. 23, 1883		116	0 6	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O.
19,719	12	20	Dec. 15, 1882		159	0 6	Connects at Garo with Denver and Leadville R. P. O.
9,102	6	8	.....		Not weighed	0 6	Supplied by initial and terminal office, and by Columbus and Albion, Nebr., R. P. O.
33,240	30	38	Apr. 16, 1884		251	0 6	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Aurora, Ill., with Chicago, Ill., and Burlington, Iowa; Chicago and Streator, Ill., and with Chicago, Forreston, Ill., and Dubuque, Iowa R. P. O.
14,962	14	12	July 1, 1883		502	1 0	Connects at Round Rock with Palestine and Laredo R. P. O.
1,020	6	2	July 1, 1882		15	.....	Pouches exchanged with Canton and Mechanic Falls R. P. O.
27,385	13	8	July 1, 1882		84	2 0	
26,812	6	20	Feb. 11, 1884		183	0 6	Connects at Girard with Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.; at Walnut with Hannibal and Denison R. P. O., and at Chanute with Kansas City and Harper R. P. O., and Junction City and Parsons R. P. O.
6,278	6	1	July 1, 1881		48	0 6	Connects with Lynchburgh and Bristol R. P. O.
11,891	(*)	8	July 1, 1880		279	.....	*Six round trips and six half trips per week.
13,390	9	9	July 1, 1881		127	2 0	
33,928	7	4	Mar. 15, 1883		70	2 0	
15,136	12	4	July 1, 1881		92	2 0	
15,024	6	4	Mar. 17, 1884		138	0 6	
7,203	7	6	July 1, 1882		64	2 0	
4,889	6	2	July 1, 1880		40	2 0	
10,854	6	2	Feb. 1, 1884		62	0 6	Supplied by Rush City, Minn., and by Duluth, and Saint Paul, Minn., R. P. O.
14,396	12	8	July 1, 1883		1,043	0 6	Supplied by Gratiot, Wis., and by Milton and Mineral Point, Wis., R. P. O.
8,951	12	28	July 1, 1883		1,057	0 6	Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and with Gratiot and Shullsburgh, Wis., pouch service. Connects at Warren, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Dubuque, Iowa, and Mendota, Ill., R. P. O's.
6,260	24	12	July 1, 1881		260	.....	Pouches exchanged with Dover, N. H., Boston, Mass., Portland and Boston R. P. O.
8,713	12	13	Aug. 21, 1882		228	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Greeley and Stout, Colo...	7	38027	Greeley, Stout, Colo .....	G., St. L. and Pac. R. R. ...	39.05
Greenfield and Kampsville, Ill.	6	23060	Greenfield, Kampsville, Ill.	Litchfield, Carrollton and Western.	22.90
Greenleaf and Washington, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Cent. Branch U. P. R. R. ...	27
Greenville and Arcola, Miss.	4	18011	Greenville, Arcola, Miss ..	Ga. Pacific Rwy .....	22.38
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.	14.00
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Central Iowa .....	17.49
Griswold and Red Oak, Iowa.	6	27055	Red Oak, Griswold, Iowa..	Chicago, Burlington and Quincy.	18.68
Grosse Isle and Slocum, Mich. <sup>a</sup>	9	24011	Grosse Isle, Slocum Junction, Mich.	Michigan Central .....	2.38
Groveton, Lancaster, N. H.	1	1006	Groveton, Wells River, Vt.	Bos., Conc. and Mont. ....	10.68
Gruelle and Leesburgh, Fla	4	18014	Gruella, Leesburgh, Fla. ...	Fla. Southern Rwy' .....	72.80
Gulf and Greensborough, N. C.	3	13011	Gulf, Greensborough, N. C.	Cape Fear and Yad. Val ..	52.97
Gunnison and Castleton, Colo.	7	438014 (part)	Nathrop, Gunnison, Colo..	D., S. P. and Pac. R. R. ....	414.04
Gunnison and Crested Butte, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande Rwy.	28.40
Gurdon and Camden, Ark.	7	29010	Gurdon, Camden, Ark ....	St. L., I. M. and S. Rwy ..	34.28
Guthrie Centre and Menlo, Iowa.	6	27059	Menlo, Guthrie Centre, Iowa.	Chicago, Rock Island and Pacific.	15.05
Hagerstown, Ind., and Harrison, Ohio.	5	21081	Hagerstown, Ind., Harrison, Ohio.	Whitewater Valley .....	63.16
Halley and Shoshone, Idaho.	8	42001	Shoshone, Halley, Idaho ..	Oregon Short Line .....	57.90
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon..	21
Halstad and Moorhead, Minn.	6	28052	Moorhead, Halstad, Minn .	St. Paul, Minneapolis and Manitoba.	34.31
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport .	9.81
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa ..	Central Iowa .....	22.82

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
39,469	(1)	26	Feb. 1, 1883	102	1 0	<sup>1</sup> 12 round trips, between Greeley and Fort Collins, 24 miles, and 6 round trips, between Fort Collins and Stout, 15.05 miles. Connects at Greeley with Cheyenne and Denver, R. P. O., and at Fort Collins with Fort Collins and Denver, R. P. O.
14,335	6	12	May 1, 1884	38	0 6	Supplied by Carrollton and Greenfield, Ill. Connects at Greenfield, Ill., with Rock Island, Ill., and Saint Louis, Mo., R. P. O., and at Carrollton, Ill., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
4,382	6	6	July 1, 1882	1,621	0 6	<sup>2</sup> Balance of route covered by Atchison and Lenora R. P. O. (See Table A*.) Connects at Greenleaf with Atchison and Lenora R. P. O.
14,009	6	6	Mar. 28, 1881	59	2 0	
23,459	15	8	July 1, 1881	172	2 0	
21,897	12	10	July 1, 1883	161	0 6	Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Mason City and Albia, Iowa, R. P. O. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
23,637	12	24	July 1, 1883	89	0 6	Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak and Eastport, Iowa, R. P. O.'s.
1,481	6	2	July 1, 1883	34	.....	<sup>3</sup> At Slocum Junction, Mich., connects with Detroit and Toledo R. P. O.; day line.
13,371	12	10	July 1, 1881	1,464	.....	Pouches exchanged with Groveton, Lancaster, Lancaster and Boston R. P. O., and Port and I. Pond R. P. O.
45,622	6	23	Feb. 25, 1884	208	4 0	
33,159	6	6	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
7,789	6	8	May 26, 1884	386	0 6	<sup>4</sup> Balance of route covered by Buena Vista and Gunnison R. P. O. (See Table A*.) Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Crested Butte R. R.
17,779	6	14	Jan. 2, 1882	161	0 6	Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Castleton R. R.
21,459	6	22	Dec. 1, 1881	214	0 6	Connects at Gordon with Saint Louis and Texarkana R. P. O., and at Camden with Cairo and Texarkana R. P. O.
18,842	12	24	July 1, 1883	180	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,112	6	2	July 1, 1880	468	.....	Closed pouches only between Hagerstown and Cambridge City, 6.75 miles; residue R. P. O.
42,383	7	14	Not weighed.		2 0	
13,146	6	2	Oct. 9, 1882	104	0 6	Connects with Richmond and Wilmington R. P. O.
21,478	6	10	Not weighed.		0 6	Supplied by initial and terminal offices. Connects at Moorhead, Minn., with Fargo, Dak., Breckenridge and Saint Paul, Minn.; Neche, Dak., and Breckenridge, Minn., and with Saint Paul, Minn., and Bismarck, Dak., R. P. O.'s.
12,282	12	6	July 1, 1881	208	2 0	
14,285.32	6	12	May 1, 1882	100	0 6	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and Sumner and Hampton, Iowa, R. P. O.'s.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hannibal and Palmyra, Mo.	7	28050	Hannibal, Palmyra, Mo...	H. and St. J. R. R. ....	15.93
Hanover Junction and Valley Junction, Pa.	2	8102	Hanover Junction, Gettys-	Han. Junc., Han. and	16.16
Harbor Springs and Petoskey, Mich.	9	24056	burgh. Harbor Springs, Petoskey, Mich.	Gettys. Grand Rapids and Indiana	8.35
Harlan and Avoca, Iowa...	6	27045	Avoca, Harlan, Iowa .....	Chicago, Rock Island and Pacific.	14.21
Harrodsburgh Junction and Harrodsburgh, Ky.	5	20021	Harrodsburgh Junction, Harrodsburgh, Ky.	Southwestern of Ky .....	5.62
Hart and Mears, Mich. ....	9	24046	Hart, Mears, Mich. ....	Chicago and West Michigan.	4.15
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	33.80
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road to Jacksonville, Fla.	Fernandina and Jacksonville, R. R.	23.27
Hartwell and Bowersville, Ga.	4	15029	Hartwell to Bowersville, Ga.	Hartwell E. R. ....	10.00
Harwood and Gonzales, Tex.	7	31040	Harwood, Gonzales, Tex. .	G. H. and S. A. Rwy .....	12.62
Hastings and Sidney, Iowa	6	27043	Hastings, Sidney, Iowa ...	Chicago, Burlington and Quincy.	22.22
Haverhill and Georgetown, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine .....	7.76
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ith. and Sayre ...	5.42
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley .....	8.52
Hebron and Chester, Nebr.	6	34024	Chester, Hebron, Nebr. ....	Nebraska and Colorado...	11.83
Henderson and Overton, Tex.	7	31015	Henderson, Overton, Tex. .	I. and G. N. Rwy. ....	16.57
Henderson and Oxford, N. C.	3	13014	Henderson, Oxford, N. C. .	Oxford and Henderson....	13.40
Heron Lake and Woodstock, Minn.	6	26028	Heron Lake, Woodstock, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	44.21
Highlands and Branchport Junction, N. J.	2	7026	Sandy Hook, Pemberton Junction . J.	Phila. and Read., N. J. So. Division.	57.80
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis. ....	Milwaukee and Northern.	21.83
Hilliards and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliards, Pa.	Shenango and Allegheny .	10.41
Hillsborough and Blanchester, Ohio.	5	21017	Hillsborough, Blanchester, Ohio.	Cin., Wash. and Balto....	21.00
Hillsborough and Sardinia, Ohio.	5	21066	Hillsborough, Sardinia, Ohio.	Columbus and Maysville..	19.59
Hinckley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinckley, Minn.	St. Paul, Minneapolis and Manitoba.	68.04
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C. .	Columbia and Greenville R. R.	11.82
Holyoke and Westfield, Mass.	1	3069	Holyoke, Westfield, Mass.	New Haven and Northampton.	10.53
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa.	Del. and Hud. Canal Co ...	19.62
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and W. ....	26.13

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
23,322	14	16	July 1, 1883	425	1 0	Makes all Hannibal connections and connects at Palmyra with Quincy and Kansas City R. P. O.
7,724	6	3	July 1, 1881	528	2 0	<sup>1</sup> Balance of route (23.70 miles) covered by Glyndon and Gettysburgh R. P. O. See Table A*.
15,681	18	6	July 1, 1883	132	.....	<sup>2</sup> At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,790	12	16	July 1, 1883	215	0 6	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
10,554	18	6	July 1, 1880	126	.....	
2,597	6	4	July 1, 1883	64	.....	
21,158	6	12	Dec. 15, 1883	100	0 6	Supplied by initial and terminal offices. Connects at Wakefield with Emerson and Norfolk, Nebr., R. P. O.
16,987	7	8	Apr. 5, 1881	566	4 0	
6,260	6	4	July 1, 1880	72	2 0	
18,476	14	4	Nov. 1, 1882	366	0 6	Connects at Harwood with Houston and Del Rio R. P. O.
13,909	6	12	July 1, 1883	146	0 6	Supplied from Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
4,857	6	2	July 1, 1881	27	.....	Pouches exchanged with Haverhill and Georgetown, Mass.
8,482	15	12	July 2, 1883	113	2 0	
5,334	6	5	July 1, 1881	42	2 0	
14,811	12	8	Feb. 20, 1884	107	0 6	Supplied by Chester, Nebr., and Crete and Red Cloud, Nebr., R. P. O.
12,129	7	6	July 1, 1882	262	0 6	Connects at Overton with Texarkana and Houston R. P. O.
8,888	6	2	Sept. 20, 1881	164	0 6	Connects with Norfolk and Raleigh R. P. O.
27,675	6	24	July 1, 1883	88	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.
6,303	48.25	8	July 1, 1881	196	2 0	<sup>3</sup> Balance of route (30.23 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A*), and no service (4.19 miles) Sandy Hook to Highlands, and (3.90 miles) Branchport Junction to Eatontown, and closed-pouch service (19.38 miles) Whitney to Pemberton Junction. <sup>4</sup> 15 times a week for 3 months, and 6 times a week for 9 months, from Highlands to Branchport Junction.
27,331	12	16	July 1, 1883	471	0 6	Supplied by initial and terminal offices, Menasha, Wis., and by Green Bay and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ashland and Menasha, Wis., and Fort Howard, Wis., and Chicago, Ill., R. P. O's.
6,516	6	4	May 1, 1884	66	2 0	
26,292	12	4	July 1, 1880	392	.....	
12,263	6	2	July 1, 1880	144	.....	
42,593.04	6	12	July 2, 1883	37	0 6	Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Saint Cloud, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O.
7,400	6	4	July 1, 1880	611	0	
13,183.56	12	6	July 1, 1881	108	.....	Pouches exchanged with Holyoke, Westfield, Wms. and New Haven R. P. O.
24,564	12	6	July 1, 1881	179	2 0	
32,714	12	12	July 1, 1881	297	2 0	



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hope and Ripon, Dak ...	6	35003	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.73
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n. o.), Hope Valley, R. I.	New York, Prov. and Bos.	5.95
Hopewell Junction and Wicopce Junction, N. Y.	2	6125	Hopewell Junction, Wicopce Junction, N. Y.	New York and New England.	11.19
Hortonville and Oshkosh, Wis.	6	25046	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.	22.77
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick .....	3.93
Houston and Alvin, Tex.	7	31047	Houston, Alvin, Tex. ....	G., Colo. and S. F. Rwy ...	24.68
Houston and Columbia, Tex.	7	31008	Houston, Columbia, Tex. ...	I. and G. N. Rwy. ....	51.25
Houston and Sealy, Tex.	7	31020	Houston, Sealy, Tex. ....	Texas Western Rwy. ....	52.20
Humboldt and Republic, Mich.	6	24053	Humboldt, Republic, Mich.	Marquette, Houghton and Ontonagon.	8.70
Hunter and Phenicia, N. Y.	2	6118	Phenicia, Hunter, N. Y. ...	Stony Clove and Catskill..	14.73
Huntsville and Phelps (n. o.), Tex.	7	31084	Huntsville, Phelps (n. o.), Tex.	I. and G. N. Rwy. ....	8.51
Huron and Norwalk, Ohio.	5	21087	Huron, Norwalk, Ohio. ....	Wheel. and Lake Erie ....	13.67
Inman and Bridgeport, Tenn.	5	19012	Inman, Bridgeport, Tenn.	Nash., Chatt. & St. Louis.	19.62
Intersection and Ebbrale, Pa.	2	8082	Valley Junction, Ebbrale, Pa.	Han. Junc., Han. and Gettys.	5.77
Ione and Galt, Cal. ....	8	40023	Galt, Ione, Cal. ....	Cent'l Pac. R. R. ....	27.79
Iowa Falls and Eldora Junction, Iowa.	6	27088	Eldora Junction (n. o.), Iowa Falls, Iowa.	Chicago, Iowa and Dakota.	21.59
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction (n. o.), Iron River, Mich.	Chicago and Northwestern.	19.81
Iroquois, Dak., and Hewarden, Iowa.	6	27070	Eagle Grove, Iowa, Iroquois, Dak.	Chicago and Northwestern.	126.42
Irvons and Bellwood, Pa.	2	8087	Bellwood, Irvons, Pa. ....	Bell's Gap .....	25.72
Irwin's Station and Sewickley, Pa.	2	8129	Irwin's Station, Sewickley, Pa.	Youghiogheny .....	9.79
Jacksonville and Palatka, Fla.	4	16018	Jacksonville, Palatka, Fla.	Jacks., Tampa and Key West R. R.	50.20
Jacksonville and Saint Augustine, Fla.	4	16016	Jacksonville, Saint Augustine, Fla.	Jacks., St. Augustine and Halifax River R. R.	36.80
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y.	Long Island .....	9.18
Jamestown and Burr Oak, Kans.	7	33082	Jamestown, Burr Oak, Kans.	Cent. Branch U. P. R. R. ...	33.90
Jameville and Washington, N. C.	3	19013	Jameville, Washington, N. C.	Jameville & Washington.	22.57

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
18,610	6	20	April 1, 1884	476	0 6	Supplied by initial and terminal offices, and by Mayville, Dak., and Brockenridge, Minn., R. P. O. Connects at Ripon, Dak., with Portland and Everest, Dak. Pouch service.
14,898	24	8	July 1, 1881	118	-----	Pouches exchanged with Providence and New London R. P. O.
3,502	3	4	July 1, 1881	383	3 0	Mails carried in one direction only—from Hope-well Junction to Wicopee Junction.
29,760	12	12	July 1, 1883	48	0 6	Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.; at Crete with Ash-land and Menasha, Wis., R. P. O., and at Osh-kosh, Wis., with Fort Howard, Wis., and Chi-cago, Ill., and with Oshkosh and Milwaukee, Wis., R. P. O's.
4,920	12	8	July 1, 1881	303	-----	Pouches exchanged with Vanceborough and Ban-gor R. P. O.
18,066	7	6	Not weighed.		0 6	Makes all Houston connections and connects at Alvin with Fort Worth and Galveston R. P. O.
16,042	3	22	July 1, 1882	158	0 6	Makes all Houston connections.
32,678	6	8	July 1, 1882	41	0 4	Makes all Houston connections, and connects at Sealy with Fort Worth and Galveston R. P. O.
10,892	12	4	July 1, 1883	61	0 6	Supplied by Humboldt, Mich., and by Marquette and L'Anse, Mich., R. P. O.
9,220	6	10	July 1, 1883	300	3 0	
12,458	14	4	July 1, 1882	150	0 6	Connects at Phelps with Texarkana and Hous-ton R. P. O. and Denison, Troup and Houston R. P. O.
17,114	12	4	Oct. 9, 1882	120	-----	
9,562	6	2	July 1, 1880	87	-----	Formerly Victoria to Bridgeport; extended May 1, 1884, to begin at Inman; increased distance, 5.21 miles.
3,612	6	3	July 1, 1881	378	2 0	Balance of route (7.20 miles) covered by Glyndon and Gettysburgh R. P. O. (See Table A <sup>+</sup> .)
20,342	7	24	July 1, 1882	547	2 0	
17,962	8	16	Mar. 20, 1884	92	0 6	Supplied by Iowa Falls and Eldora, Iowa, and by Tama City and Hawarden, Iowa, R. P. O. Con-nects at Eldora, Iowa, with Mason City and Ottumwa, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
12,401	6	4	July 1, 1883	51	0 6	Supplied by Florence, Wis. Connects at Flor-ence, Wis., with Powers, Mich., and Florence, Wis., R. P. O.
79,138	6	28	Apr. 16, 1884	927	1 0	Supplied by initial and terminal offices and by Parker, Dak. Connects at Iroquoia, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.; at Vilas, Dak., with La Crosse, Wis., and Woon-socket, Dak., R. P. O.; at Salem, Dak., with Sioux Falls and Salem, Dak., pouch service; at Parker, Dak., with Calmar, Iowa, and Cham-berlain, Dak., R. P. O., and at Hawarden, Iowa, with Tama City and Hawarden, Iowa, R. P. O.
32,201	12	5	July 1, 1881	55	2 0	
6,128	6	2	July 1, 1881	24	2 0	
82,066	14	10	Mar 17, 1884	1,607	3 0	
49,753	12	4	Aug. 1, 1883	455	2 0	
26,733	30	9	May 1, 1883	208	2 0	
21,221	6	23	July 1, 1882	256	0 6	Connects at Jamestown with Aitchison and Lenora R. P. O.
14,128	6	8	July 1, 1881	20	1 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Janesville and Afton, Wis.	6	25052	Afton, Janesville, Wis. ....	Chicago and Northwestern	6.24
Janesville and Beloit, Wis.	6	25036	Janesville, Beloit, Wis. ....	Chicago, Milwaukee and St. Paul.	15.76
Jefferson Junction and Susquehanna, Pa.	2	Part of 8064	Carbondale, Susquehanna, Pa.	N. Y., L. E. and W. ....	12.50
Jeffersonville and Clayville Junction.	5	21057	Jeffersonville, Ohio, Clayville Junction, Ohio.	Cin., Col. & Hock. Val. ....	28.00
Johnson Junction and Hillsborough.	5	20019	Johnson Junction, Ky., Hillsborough, Ky.	Cin. & So. Eastern .....	17.08
Johnsonville and Stoneville.	4	18013	Johnsonville, Miss., to Stoneville, Miss.	Ga. Pacific R'w'y .....	20.43
Juab and Frisco, Utah. ....	8	41001	Ogden City, Frisco, Utah.	Utah Cent'l R. R. ....	138.50
Judd and Lehigh, Iowa. ....	6	27037	Judd, Lehigh, Iowa. ....	Crooked Creek Railway and Coal.	9.47
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill.	Illinois Central. ....	2.94
Junction and Quarryville, Pa.	2	8137	Junction, Quarryville, Pa.	Phila. and Reading. ....	23.50
Katahdin Iron Works, Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works.	Bangor & Katahdin Iron Works.	18.94
Keithsburg, Ill., and Morning Sun, Iowa.	6	27086	Oskaloosa, Iowa, Keithsburg, Ill.	Central Iowa. ....	17.30
Kenesaw and Holdrege, Nebr.	6	34023	Kenesaw, Holdrege, Nebr.	Nebraska and Colorado ...	40.32
Keokuk, Iowa, and Warsaw, Ill.	6	23027	State Line (n. o.), Warsaw, Ill.	Wabash, St. Louis and Pacific.	6.47
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J. ..	Freehold and New York..	14.99
Keysville and Clarksville, Va.	3	11032	Keysville, Clarksville, Va.	Richmond and Mecklenburgh.	31.63
King's Mountain Station, Yosemite.	5	20028	King's Mountain Station, Yosemite, Ky.	Cin., Green River and Nash.	11.42
Kingston Depot, Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier.	Narragansett Pier R. R. ...	9.14
Kingston and Rome. ....	4	15008	Kingston to Rome, Ga. ....	Rome R. R. ....	29.32
Kinkora and Lewistown, N. J.	2	7012	Kinkora, Lewistown, N. J.	Penn'a. ....	10.70
Kinzua Junction and Smethport, Pa.	2	Part of 8132	Bradford, Smethport, Pa. .	Brad., B. and K. ....	15.84
Knoxville and Marysville.	5	19014	Knoxville, Marysville, Tenn.	Knox. and Augusta. ....	18.45
Kosciusko and Durant. .	4	18009	Kosciusko to Durant, Miss.	Illinois Central R. R. ....	21.70
L'Anse and Houghton, Mich.	6	24040	Marquette, Houghton, Mich.	Marquette, Houghton and Ontonagon.	31.74
Laclede and Sumner, Mo. .	6	27008	Burlington, Iowa, Sumner, Mo.	Chicago, Burlington and Kansas City.	10.31
La Harpe, Ill., Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Wabash, St. Louis and Pacific.	20.83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
12,469	18	8	July 1, 1883	142	0 6	Connects at Aston, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., Milwaukee and Prairie du Chien, Wis., and Milton and Mineral Point, Wis., R. P. O's.
19,731	12	4	July 1, 1883	66	0 6	Connects at Beloit, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and with Racine, Wis., and Rock Island, Ill., R. P. O.
2,191	6	2	July 1, 1881	237	2 0	<sup>1</sup> Balance of route (35.64 miles) covered by Nineveh and Carbondale R. P. O. (See Table A*.)
4,268	8	(?)	June 12, 1882	98	.....	<sup>2</sup> Two pouches exchanged 3 days in each week.
10,692	6	2	July 1, 1880	1,242	.....	
12,789	6	4	Mar. 1, 1882	30	2 0	
101,382	7	20	July 1, 1882	861	2 0	
5,928	6	2	July 1, 1883	38	0 6	Connects at Judd, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
3,680	12	4	Aug. 1, 1883	86	0 6	Connects at Junction, Ill., with Centralia and Cairo, Ill., R. P. O., and at Mound City, Ill., with Danville and Cairo, Ill., R. P. O.
29,422	12	10	July 1, 1881	326	2 0	
11,856	6	4	Nov. 12, 1882	64	.....	Pouches exchanged with Greenville and Oldtown R. P. O.
10,787	6	10	Not weighed	.....	0 6	Supplied by Keithsburg, Ill., and Morning Sun, Iowa, and by Peoria and Keithsburg, Ill., and Morning Sun and Oskaloosa, Iowa, R. P. O.'s. Connects at Keithsburg, Ill., with Galva, Ill., and Burlington, Iowa, R. P. O., and at Morning Sun, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
25,246	6	16	Feb. 20, 1884	159	0 6	Supplied by initial and terminal offices and by Hastings and Kearney, Nebr., R. P. O.
3,100	12	4	July 1, 1883	1,766	0 6	Connects at Keokuk, Iowa, with Des Moines and Keokuk, Iowa, Burlington, Iowa, and Saint Louis, Mo., and Keokuk and Centreville, Iowa, R. P. O.'s; connects at Hamilton, Ill., with Loganaport, Ind., and Keokuk, Iowa, R. P. O.
26,151	18	28	July 1, 1881	233	3 0	
19,800	6	12	Feb. 1, 1883	97	1 0	Connects with Richmond and Danville R. P. O.
6,521	6	2	Mar. 11, 1884	83	.....	Formerly King's Mountain to Middleburgh; extended March 11, 1884, to Yosemite; increased distance, 0.75 mile.
22,886	24	2	July 1, 1881	194	.....	Pouches exchanged with Providence, Prov. and N. L., Bos., Prov. and N. Y. R. P. O.'s.
37,584	13	6	July 1, 1880	149	2 0	
6,698	6	2	July 1, 1881	56	2 0	
19,531	12	6	July 1, 1881	101	2 0	<sup>3</sup> Balance of route (10.21 miles) covered by Wells-ville and Bradford R. P. O. (See Table A*.)
4,861	6	2	July 1, 1880	93	.....	From January 22, 1884. Previous to that date there was R. P. O. service on this route.
12,584	6	4	July 1, 1880	176	2 0	
19,869	6	16	Apr. 16, 1884	743	0 6	Supplied by initial and terminal offices, and by Marquette and L'Anse, Mich., R. P. O.
6,454	6	8	July 1, 1883	473	0 6	Supplied by initial and terminal offices, and by Burlington, Iowa, and Laclede, Mo., R. P. O.; connects at Sumner, Mo., with Council Bluffs, Iowa, and Brunswick, Mo., R. P. O.
24,979	12	16	July 1, 1883	65	0 6	Supplied by initial and terminal offices, and by Loganaport, Ind., and Keokuk, Iowa, R. P. O.; connects at Burlington, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.; Burlington, Iowa, and Saint Louis, Mo., R. P. O.; Burlington, Iowa, and Laclede, Mo., R. P. O.; Burlington and Brighton, Iowa, R. P. O.; Albert Lea, Minn., and Burlington, Iowa, R. P. O.; and with Chicago, Ill., and Burlington, Iowa, R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Co...	15.95
Lake Roland and Western Maryland R. R. Jct., Md.	3	10018	Lake Roland, Western Maryland R. R. Jct., Md.	Western Maryland .....	9.00
Lane's and Georgetown ...	4	14020	Lane's to Georgetown, S. C.	Georgetown and Lane's R. R.	39.20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Phila. and Reading .....	10.30
Las Vegas and Las Vegas Hot Springs, N. M.	7	39007	Las Vegas, Las Vegas Hot Springs, N. M.	A., T. & S. F. R. R. ....	10.80
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa. ....	Ligonier Valley .....	10.67
Laurens and Newberry ...	4	14012	Laurens to Newberry, S. C.	Laurens R. R. ....	31.98
Lawrence, Lowell, Mass ...	1	8017	Lowell, Lawrence, Mass ..	Boston and Lowell .....	14.25
Lawrence, Salem, Mass ...	1	3005	Salem, Lawrence, Mass ...	Eastern .....	21.29
Lawrenceburgh Junction, Lawrenceburgh. .	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Ind., St. Lou. and Chi.	2.46
Lawrenceville and Harrison Valley, Pa.	2	8139	Lawrenceville, Harrison Valley, Pa.	Fall Brook Coal Co. ....	32.18
Lawton and Hartford, Mich. <sup>a</sup>	9	24063	Lawton, Hartford, Mich...	Toledo and Paw Paw and South Haven.	20.21
Leadville and Dillon, Colo.	7	38013	Leadville, Dillon, Colo ...	Denver and Rio Grande Rwy.	36.60
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh .....	5.40
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall, Pa. ....	Cornwall .....	5.62
Lebanon, Greensburgh. ....	5	20024	Lebanon, Greensburgh, Ky	Louis. and Nash .....	32.00
Leeds Junction (n. o.), South Lewiston, Me.	1	3	Farmington, Brunswick, Me.	Maine Central .....	16.50
Lehi and Tintic, Utah. ....	8	41011	Lehi, Tintic, Utah .....	Salt Lake and Western R. R.	53.50
Lemoore and Goshen, Cal.	8	46038	Goshen, Lemoore, Cal. ....	Southern Pac. R. R. ....	21.20
Leicester Junction, Vt.	1	2006	Leicester Junction (n. o.), Addison Junction (n. o.)	Central Vermont .....	15.62
Lenox and Jackson, Mich. <sup>a</sup>	9	24033	Lenox, Jackson, Mich ....	Grand Trunk .....	106.58
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Phila. and Reading .....	9.84
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn.	Grand Trunk .....	5.85
Lockport and Buffalo, N. Y.	2	6015	Buffalo, Lockport, N. Y. ..	N. Y. C. and H. R. ....	22.00
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island .....	10.53
Longview and Easton, Tex.	7	31048	Longview, Easton, Tex...	G. S. and St. L. Rwy. ....	13.77
Lorain and Grafton, Ohio.	5	21041	Lorain, Bridgeport, Ohio..	Cleve., Lorain and Wheel.	158.43
Lorain and Hungary, Va. ...	3	11080	Lorain, Hungary, Va. ....	Richmond and Alleghany.	12.00
Lore City and Cumberland, Ohio.	5	21048	Lore City, Cumberland, Ohio.	Cin., Wheel. and N. Y. ....	13.06
Los Angeles and Santa Monica, Cal.	8	48020	Los Angeles, Santa Monica, Cal.	Los Ang. and Independence R. R.	19.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
36,610	22	50	July 1, 1881	488	6 0	
6,570	7	2	July 1, 1880	28	0 6	
23,327	6	2	.....	.....	2 0	
6,447	6	4	July 1, 1881	64	2 0	
23,914	21	2	Not weighed	.....	0 4	Connects at Las Vegas with Kansas City and Albuquerque R. P. O.
6,679	6	1	July 1, 1881	53	2 0	
19,888	6	10	July 1, 1880	159	8 0	
22,761	18	6	July 1, 1881	127	.....	Pouches exchanged with Lowell, Lawrence, Boston, Portland and Bos., Lancaster and Bos. R. P. O's.
13,327	6	4	July 1, 1881	156	.....	Lawrence, Salem, Lancaster and Bos. R. P. O.
6,673	25	8	July 1, 1880	339	.....	<sup>1</sup> Two trains carry mail daily, Sundays included, and two carry mail daily, Sundays excepted.
40,289	12	7	July 1, 1881	502	2 0	
25,302	12	8	July 2, 1883	136	.....	<sup>2</sup> At Lawton, Mich., connects Detroit and Chicago R. P. O.; at Hartford, Mich., connects Grand Rapids and La Crosse R. P. O.
26,791	7	34	Mar. 6, 1883	159	0 6	Connects at Leadville with Denver and Leadville R. P. O., and Denver, Pueblo and Leadville R. P. O., and at Dillon with Como and Dillon R. R.
3,380	6	2	July 1, 1881	45	2 0	
3,518	6	2	Mar. 20, 1883	58	2 0	
20,032	6	2	July 1, 1880	165	.....	
7,386	6	2	July 1, 1881	729	.....	Pouches exchanged with Farm. and Lewiston R. P. O., Bath and Lewiston R. P. O.
33,491	6	6	Aug. 10, 1882	29	2 0	
15,518	7	8	July 1, 1882	84	2 0	Pouches exchanged with Essex Junc. and Bos., Rutland and Hoosic Junc. R. P. O's.
9,778	6	2	July 1, 1881	80	.....	<sup>2</sup> At Lenox, Mich., connects Port Huron and Detroit R. P. O.; at Rochester, Mich., connects Bay City and Detroit R. P. O.; at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.; at Wixom, Mich., connects Bay City, Wayne, and Detroit R. P. O.; at Jackson, Mich., connects Detroit and Chicago R. P. O. Service extended from Pontiac to Jackson, Mich., February 20, 1884, increasing distance 70.80. R. P. O. service established over the whole line February 23, 1884.
14,576	6	19	Feb. 20, 1884	373	.....	
7,715	7.50	4	Feb. 14, 1884	52	2 0	
3,662	6	6	July 1, 1880	139	.....	Pouches exchanged, Lewiston with Portland and Gorham and Portland and Island Pond R. P. O's.
41,316	18	9	July 1, 1881	290	2 0	
13,183	12	12	July 1, 1881	189	2 0	
10,080	7	2	Not weighed	.....	0 4	Connects at Longview with Texarkana and El Paso R. P. O., and Texarkana and Houston R. P. O.
19,462	12	4	July 1, 1880	520	.....	Closed pouches only between Lorain and Grafton, Ohio—16 miles; residue R. P. O.
7,512	6	1	Apr. 24, 1882	15	0 6	Connects with Richmond, Lynchburgh and Clifton Forge R. P. O.
7,021	6	2	Dec. 1, 1883	95	.....	Formerly Senecaville to Cumberland. Extended December 1, 1883, to begin at Lore City; increased distance, 4.37 miles.
14,274	7	4	July 1, 1882	42	2 0	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	South'n Pac. R. R. ....	26. 20
Louisville and Wadley, Ga.	4	15028	Louisville, Wadley, Ga. . .	Louisville and Wadley R. R.	10. 62
Luther and Milton Junction, Mich. <sup>1</sup>	9	24059	Luther, Milton Junction, Mich.	Grand Rapids and Indiana.	11. 50
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., Doon, Iowa.	Chicago, St. Paul, Minneapolis and Omaha.	28. 29
Lyles and Warner, Tenn. . .	5	19023 (part)	Lyles, Warner, Tenn. ....	Nash., Chatt. and St. Louis.	1. 50
McGregor and Gatesville, Tex.	7	31025	Texarkana, Ark., Gatesville, Tex.	Texas and St. Louis R'wy.	26. 42 <sup>2</sup>
McNeil and Magnolia, Ark.	7	29015	McNeil, Maguolia, Ark. . .	.....do .....	7. 17
Madison and Elmira, Cal.	8	46015	Elmira, Madison, Cal. ....	Vaca Valley and Clear Lake R. R.	30. 07
Madisonville and Providence, Ky.	5	20031	Madisonville, Providence, Ky.	Louisville and Nashville..	16. 51
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Division.)	7. 50
Malta and Red Cliff, Colo.	7	38018	Malta, Red Cliff, Colo. ....	Denver and Rio Grande R'wy.	27. 00
Malvern Junction and Hot Springs, Ark.	7	29005	Malvern Junction, Hot Springs, Ark.	Hot Springs R. R. ....	25. 90
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Phila. and Reading .....	22. 42
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord .....	12. 96
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and St. Peter ....	4. 35
Manitou Junction and Colorado Springs, Colo.	6	38025	Manitou Junction, Colorado Springs, Colo.	D. and N. O. R'wy. ....	9. 64
Manning and Kirkman, Iowa.	6	27071	Carroll, Kirkman, Iowa. . .	Chicago and North Western.	17. 64
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island .....	5. 37
Marblehead and Lynn, Mass.	1	3009	Lynn, Marblehead, Mass. .	Eastern .....	6. 67
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass. .	.....do .....	3. 92
Marion and Carbondale, Ill.	6	23045	Carbondale, Marion, Ill. . .	St. Louis Coal .....	18. 75
Marlton and Haddenfield, N. J.	2	7045	Haddenfield, Marlton, N. J.	Phila., Marl. and Med ....	7. 24
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, Parkersburgh, W. Va.	Cin., Wash. and Baltimore	15. 68
Marshalltown and Story City, Iowa.	6	27079	Marshalltown, Story City, Iowa.	Central Iowa .....	39. 33
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Cent. R. R. of N. J. ....	12. 70
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill. .	Wabash, St. Louis and Pacific	6. 96
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitfield and Jefferson. .	8. 52
Meadville and Lineville, Pa.	2	8707	Meadville, Lineville, Pa. . .	Penn'a. ....	21. 10
Means and Cadiz, Ohio. ....	5	21083	Means, Cadiz, Ohio. ....	Pitts., Cin. and St. Louis..	8. 20

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily. Pounds.	Average linear feet occupied by pouches in each car. Ft. In.	Remarks.
19, 178	7	8	July 1, 1882	93	2 0	
6, 648	6	8	July 1, 1880	111	2 0	
14, 398	12	8	July 1, 1883	90	.....	<sup>1</sup> At Milton Junction, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17, 709	6	10	July 1, 1883	187	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux Falls, Dak., R. P. O.
939	6	2	Feb. 1, 1883	44	.....	
19, 739	7	12	July 1, 1882	550	0 6	Connects at McGregor with Texarkana and McGregor R. P. O., and Fort Worth and Galveston R. P. O.
4, 495	6	6	Not weighed	.....	0 6	<sup>2</sup> Balance of route covered by Texarkana and McGregor R. P. O. (See Table A.)
22, 011	7	26	July 1, 1882	185	2 0	Connects at McNeil with Cairo and Texarkana R. P. O.
10, 335	6	2	Apr. 16, 1883	95		
9, 390	12	3	July 1, 1881	95	2 0	
19, 764	7	12	Jan. 16, 1882	106	0 6	Connects at Malta with Denver and Pueblo R. P. O., and Denver, Pueblo and Leadville R. P. O.
37, 918	14	10	July 1, 1882	637	1 0	Connects at Malvern Junction with Saint Louis and Texarkana R. P. O.
35, 087	15	22	July 1, 1881	114	2 0	
12, 488	6	4	July 1, 1881	857	.....	Pouches exchanged with Manchester, Saint Albans, and Boston R. P. O.
11, 814	26	8	July 1, 1883	330	0 6	Connects at Mankato Junction with Winona and Tracy, Minn., R. P. O.
7, 056	7	4	Jan. 1, 1883	205	0 6	Connects at Manitou Junction with Denver and Pueblo R. P. O., and at Colorado Springs with Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
22, 085	12	16	July 1, 1883	170	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Audubon, Iowa, pouch service.
3, 361	6	1	June 1, 1882	63	2 0	
7, 599	12	6	July 1, 1881	48	.....	Pouches exchanged with Lynn and Boston.
7, 361	18	12	July 1, 1881	152	.....	Supplied by closed pouches from Boston and Salem, Bangor and Boston R. P. O.
23, 475	12	14	July 1, 1883	176	0 6	Supplied by initial and terminal offices; connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
4, 532	6	2	May 1, 1882	37	2 0	
28, 320	18	6	July 1, 1880	642		
24, 620	6	20	July 1, 1883	122	0 6	Supplied by initial and terminal offices; connects at Marshalltown, Iowa, with Mason City and Albia, Iowa, Cedar Falls and Des Moines, Iowa, and Cedar Rapids and Council Bluffs, Iowa, R. P. O.; connects at Story City, Iowa, with Jewell and Des Moines, Iowa, R. P. O.
8, 576	6	8	July 1, 1881	107	2 0	
13, 631	26	8	July 1, 1883	313	0 6	Connects at Maysville, Ill., with Bluffs, Ill., and Hannibal, Mo., R. P. O.
10, 667	12	8	July 1, 1880	116	.....	Pouches exchanged with Lancaster and Boston R. P. O.
12, 208	6	8	Dec. 19, 1881	111	2 0	
16, 265	12	4	July 1, 1880	285		



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Mears and Haumann, Colo.	7	38015	Mears, Haumann, Colo....	Denver and Rio Grande Rwy.	27.33
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley.....	8.85
Medford and Boston, Mass.	1	3012	Boston, Medford, Mass...	Boston and Maine .....	5.31
Melrose and Vernon Depot, Conn.	1	5008	Vernon Depot, Melrose, Conn.	New York and New Eng.	12.95
Menlo and Line Rock, Ala.	4	17018	Menlo, Line Rock, Ala....	Belmont Coal and R. R. Co.	7.11
Menomonee and Red Cedar Junction, Wis.	6	25053	Red Cedar Junction (n.o.), Menomonee, Wis.	Chicago, Milwaukee and St. Paul.	16.46
Meredith and Harrison Junction, Mich. <sup>1</sup>	9	24044	Meredith, Harrison Junction, Mich.	Flint and Pere Marquette.	29.65
Meridian, Miss., and New Orleans, La.	4	18016	Meridian, Miss., New Orleans, La.	N. O. and N. E. R. R. ....	193.24
Micanopy Junction (n. o.) and Micanopy, Fla.	4	16017	Micanopy Junction (n. o.), Micanopy, Fla.	Fla. Southern Rwy. ....	4.11
Middleboro' and Attleboro', Mass.	1	3043	Attleboro', Middleboro', Mass.	Old Colony .....	21.98
Middleboro' and Fall River, Mass.	1	3039	South Braintree Junction Mass. (n.o.), Newport, R. I.	.....do .....	19.29
Middleton, Tenn., and Ripley, Miss.	4	18008	Middleton Sta., Tenn., Ripley, Miss.	Ship Island, Ripley and Kentucky R. R.	25.09
Middletown and Berlin Depot (n. o.), Conn.	1	5008	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford.	11.15
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass.	Milford and Woonsocket..	4.10
Millbury, Grafton Depot (N. O.), Mass.	1	3026	Grafton Depot (N. O.), Millbury, Mass.	Boston and Albany .....	4.46
Milroy and Lewiston Junction, Pa.	2	8049	Lewiston Junction, Milroy, Pa.	Penn'a. ....	12.94
Milton and Stockton, Cal.	8	46012	Stockton, Milton, Cal .....	Stockton and Copperopolis R. R.	30.09
Milwaukee Junction and Detroit Junction, Mich. <sup>2</sup>	9	24062	Milwaukee Junction, Detroit Junction, Mich.	Grand Trunk .....	4.53
Milwaukee and Schleisingsville, Wis.	6	25017	Milwaukee, Ashland, Wis.	Wisconsin Central .....	32.50
Minneapolis and Mendota, Minn.	6	26044	Mendota, Minneapolis, Minn.	Chicago, Milwaukee and St. Paul.	10.06
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y.	Long Island .....	2.50
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo.	St. L., I. M. and So. Rwy ..	4.44
Mines and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Mines, Pa.	Penn'a. ....	22.35
Mojave and Needles, Cal.	8	46042	Mojave, Needles, Cal. ....	South'n Pac. R. R. ....	240.46
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a. ....	6.76
Monroe and Gainesville, Ga.	4	15034	Monroe, Gainesville, Ga ..	Gainesville, Jefferson and So. R. R.	52.27
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R. ....	6.16
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J..	Del., Lack. and W. (Newark and Bloomfield Branch).	6.59
Montgomery and Ada, Ala.	4	17027	Montgomery, Ada, Ala. ....	Montgomery Southern R. R.	21.01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. in.	
17,109	6	20	July 1, 1882	126	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
11,080	12	8	July 1, 1881	132	2 0	
18,296	24	8	July 1, 1881	159	.....	Pouches exchanged with Boston, Mass.
8,106	6	2	June 11, 1883	130	.....	Pouches exchanged with Hartford, Springfield, and Hartford, Boston and Hope Junction R. P. Os.
4,450	6	2	July 18, 1881	12	2 0	
19,303	6	6	July 1, 1883	62	0 6	Connects at Red Cedar Junction with Eau Claire, Wis., and Wabasha, Minn., R. P. O., and at Menominee, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.
21,493	12	8	July 1, 1883	85	.....	<sup>1</sup> Service extended May 1, 1884, from Harrison to Meredith, Mich., increasing distance 14.97 miles; at Harrison, Mich., connects Ludington and Toledo and Manistee and East Saginaw R. P. Os.
268,063	13	26	Feb. 20, 1884	630	6 0	
2,572	6	1	Mar. 11, 1884	48	2 0	
27,518	12	4	July 1, 1881	99	.....	Pouches exchanged with Taunton, Providence, Boston, and Wellfleet R. P. O.
48,302	24	10	July 1, 1881	1,356	.....	Pouches exchanged with Fall River, Mass., Boston and Wellfleet R. P. O.
15,706	6	8	July 1, 1880	202	2 0	
27,919	24	12	July 1, 1881	32	.....	Pouches exchanged with Hartford and Millerton, Boston and New York R. P. Os.
5,123	12	4	July 1, 1881	91	.....	Pouches exchanged with Milford, Boston and Hope Junction R. P. O.
5,583	12	6	July 1, 1881	28	.....	Pouches exchanged with Boston, Boston and Albany R. P. O.
16,200	12	5	July 1, 1881	147	2 0	
18,836	6	28	July 1, 1882	640	2 0	
2,835	6	6	July 1, 1883	484	.....	<sup>2</sup> At Detroit Junction, Mich., connects Detroit and Chicago R. P. O. At Milwaukee Junction, Mich., connects Detroit and Grand Haven and Port Huron and Detroit R. P. O.
44,135	13	32	Apr. 15, 1884	1,607	1 0	Connects at Schleisingsville, Wis., with Menasha and Schleisingsville, Wis., R. P. O., and at Milwaukee, Wis., with all lines centering at that point.
12,595	12	8	July 1, 1883	324	0 6	Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and at Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering at that point.
4,695	18	2	July 1, 1881	140	2 0	
5,559	12	4	July 1, 1881	67	0 4	Connects at Mineral Point with Saint Louis and Texarkana R. P. O. and Saint Louis and Columbus R. P. O.
22,245	9.54	8	July 1, 1881	113	2 0	
176,016	7	18	Oct. 15, 1883	237	2 0	
8,463	12	4	July 1, 1881	116	2 0	
32,701	6	7	May 1, 1884	138	4 0	
7,712	12	4	Nov. 5, 1883	67	.....	Pouches exchanged with Greenville and Old Town R. P. O.
8,250	12	5	July 1, 1881	268	2 0	
13,152	6	4	Mar. 15, 1883	43	2 0	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Monticello and Drifton, Fla.	4	Brch of 18002	Monticello, Drifton, Fla...	Fla. Cent. and Western R. R.	4
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis and Monticello.	24.70
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour.....	10.97
Montpelier and Barre, Vt.	1	2017	Montpelier, Barre, Vt.....	Central Vermont .....	7
Mooers and West Chazy, N. Y.	2	Part of 6026	Albany, Mooers, N. Y.....	Del. and Hud. Canal Co ...	11.79
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47.29
Morris Run and Blossburgh, Pa.	2	8138	Blossburgh, Morris Run, Pa.	Tioga, Elm. and State Line.	4.09
Morrisdale Mines and Phillipsburgh, Pa.	2	8088	Phillipsburgh, Morrisdale Mines, Pa.	Penn'a.....	3.70
Mount Gilead and Edison, Ohio.	5	21072	Mount Gilead, Edison, Ohio.	Mount Gilead Sort Line ..	2.35
Mount Healthy, Cincinnati, Hamilton, and Dayton Junction.	5	21059	Mount Healthy, Cincinnati, Hamilton, Dayton Junction (n. o.), Ohio.	Cin. and Northwestern....	7.08
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Balto. and Ohio .....	10.45
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....	30.06
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.	5.07
Navasota and Montgomery, Tex.	7	31024	Navasota, Montgomery, Tex.	G., Colo. and S. F. Rwy ...	28.17
Narenta Station (n. o.) and Metropolitan, Mich.	6	24058	Narenta Station (n. o.), Metropolitan, Mich.	Chicago and Northwestern.	35.01
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and St. Paul.	12.76
Neeleyville and Doniphan, Mo.	7	28035	Neeleyville, Doniphan, Mo.	St. L., I. M. and So. Rwy...	20.09
Nephi and Wells, Utah ...	8	41010	Salt Creek, Wales Utah ..	San Pete Valley R. R. ....	26.24
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal..	Nevada Co. Narrow Gauge R. R.	23.09
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phila., Wil. and Balto.....	12.75
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and W .....	19.06
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa .....	28.98
Newburgh Junction and Vall's Gate Junction, N. Y.	2	6074	Vall's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E. and W .....	12.00
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River.....	15
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Penn'a.....	8.41
Newport News and Fortress Monroe, Va.	3	11010	Newport News, Fortress Monroe, Va.	Pen. Div. C. and O .....	10.75
New Galilee, Pa., and East Carmel, Ohio.	5	21093	New Galilee, Pa., East Carmel, Ohio.	N. Y., Pitta. and Chic .....	15.35
New Madrid and Paw Paw Junction, Mo.	7	28052	New Madrid, Paw Paw Junction (n. o.), Mo.	Tex. and St. Louis Rwy....	6.14
New Orleans and Baton Rouge, La.	4	30014	New Orleans, Baton Rouge, La.	N. O. and Miss. Valley R. R.	89.40
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H. and H .....	11.67
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louis, New Alb. and Corydon.	8.20

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
2,504	6	2	July 1, 1880	800	2 0	
15,482	6	10	July 1, 1881	217	2 0	
13,734	12	4	July 1, 1881	89	2 0	
12,146	18	12	July 1, 1881	172	.....	Pouches exchanged with Montpelier, Barre, Saint Albans, and Boston R. P. O.
7,380	6	2	July 1, 1881	1,749	2 0	Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A.)
27,603	6	12	July 1, 1883	175	0 6	Supplied by initial and terminal offices. Connects at Morris, Minn., with Fargo, Dak., Breckenridge, and Saint Paul, Minn., R. P. O.
5,120	12	2	July 1, 1881	50	2 0	
2,316	6	1	July 1, 1881	40	2 0	
2,942	12	4	July 1, 1880	148	.....	
8,834	12	4	July 1, 1881	84	.....	
4,541	6	2	July 1, 1881	64	2 0	
18,817	6	9	July 1, 1881	95	2 0	
6,347	12	4	July 1, 1883	144	0 6	Connects at Mount Zion, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
20,620	7	20	July 1, 1882	108	0 6	Connects Navesota with Denison and Houston, R. P. O.
21,916	6	8	July 1, 1883	29	0 6	Connects at Narenta Station with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
15,975	12	8	July 1, 1883	115	0 6	Connects at New Lisbon, Wis., with Chicago, Ill., and Minneapolis, Minn., R. P. O.
12,577	6	14	July 2, 1883	181	0 6	Connects at Neelyville with Saint Louis and Texarkana R. P. O.
16,426	6	18	June 1, 1882	320	2 0	
32,774	14	18	July 1, 1882	638	2 0	
15,963	12	5	Jan. 8, 1883	85	2 0	
41,893	21	10	July 1, 1881	292	8 0	
16,889	6	20	July 1, 1883	91	0 6	Supplied by Grinnell and State Centre, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O.; and at State Centre with Cedar Rapids and Council Bluffs, Iowa, R. P. O.
28,921	22	18	July 1, 1881	609	2 0	
28,170	18	6	Jul 1, 1881	134	.....	Pouches exchanged with New Bedford, Fall River Mass., Providence, R. I.
10,529	12	6	July 1, 1881	60	2 0	
13,259	12	6		34	1 0	Connects with N., N. N. and Rich. R. P. O.
5,925	6	2	Aug. 16, 1883	73	.....	Established October 16, 1883.
4,540	14	4	July 1, 1	86	0 6	Connects at Paw Paw Junction with Cairo and Texarkana R. P. O.
-65,262	7	10	Not weighed	.....	6 0	
14,861	12	10	July 1, 1881	3,475	0 2	One-half round trip on Sundays.
2,722	6	2	Not weighed	.....	.....	From December 20, 1883.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa.	Central Iowa .....	33.66
Neillsville and Merrillon, Wis.	6	25037	Merrillon, Neillsville, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	15.51
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey .....	34.71
Newport and Batesville, Ark.	7	29014	Newport, Batesville, Ark.	St. L., I. M. and So. R'w'y.	29.00
Newton and Monroe, Iowa.	6	27036	Newton, Monroe, Iowa....	Chicago, Rock Island and Pacific.	17.91
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine .....	4.85
Newtown and Newtown Junction, Pa.	2	8117	Newtown Junction, Newtown, Pa.	Phila., Newtown and N. Y.	27.10
Newtown Junction and Pocomoke City, Md.	2	10015	Newtown Junction, Pocomoke City, Md.	N. Y., Phila. and Norfolk..	9.75
Niles and Alliance, Ohio	5	21098	Niles, Alliance, Ohio .....	Alli., Niles, and Ashta .....	27.83
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich, South Bend, Ind.	Michigan Central .....	12.43
Niles Junction and San José, Cal.	8	46029	Niles Junction, San José, Cal.	Cent'l Pac. R. R .....	18.37
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading .....	16.47
North Bennington and Bennington, Vt.	1	2015	Rutland, Bennington, Vt..	Bennington and Rutland..	4.78
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boa. and Albany .....	4.37
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10.47
North Hudson and River Falls, Wis.	6	25033	North Hudson, River Falls, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	11.29
North Springfield and Chadwick, Mo.	7	23053	North Springfield, Chadwick, Mo.	St. L. and S. F. R'w'y .....	34.47
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Boe., Con. and Montreal...	21.06
Nunda Junction and Olean, N. Y.	2	6059	Olean, Nunda Junction, N. Y.	Leacka. and Pitts .....	70.14
Nutt and Lake Valley, N. Mex.	7	39008	Nutt, Lake Valley, N. Mex.	A., T. and S. F. R. R .....	13.73
Ocean City and Berlin, Md.	2	Part of 10009	Salisbury, Ocean City, Md.	Wicomico and Pocomoke.	7.06
O'Fallen Depot and Belleville, Ill.	6	23031	Belleville, O'Fallen Depot, Ill.	Louisville and Nashville..	7.34
Ogdensburgh and De Kalb Junction, N. Y.	2	Part of 6036	Rome, Ogdensburgh, N. Y.	Rome, Wat. and Ogdens...	19.57
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	Buff., N. Y. and Phila.....	23.90
Oliver Springs and Hanniout, Tenn.	5	18022	Oliver Springs, Hanniout, Tenn.	Walden's Ridge .....	18.10
Olympia and Tenino, Wash	8	43003	Olympia, Tenino, Wash...	Olympia and Chehalis Valley R. R.	16.05

*parts of railroads over which no railway post-offices run, in operation, &c.—Continued.*

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
21, 071	6	20	July 2, 1883	120	0 6	Supplied by initial and terminal offices and by Mason City and Albion, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
19, 418	12	8	July 1883	103	0 6	Connects at Merrill, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Fort Howard, Wis., and Winona, Minn., R. P. O.
21, 728	6	0	Feb. 1, 1882	61	2 0	
21, 667	7	30	Not weighed	.....	1 0	Connects at Newport with Saint Louis and Texarkana R. P. O.
22, 423	12	14	July 1, 1883	96	0 6	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton pouch service; connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
6, 072	12	6	July 1, 1881	84	.....	Pouches exchanged with Portland and Bos. R. P. O.
33, 929	12	6	July 1, 1881	178	2 0	
13, 207	12	4	July 1, 1881	92	2 0	
17, 421	6	2	Oct. 1, 1882	108	.....	
11, 671	9	8	July 1, 1883	138	.....	At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's. At South Bend, Ind., connects New York and Chicago and Port Huron and Chicago R. P. O.
28, 893	14	41	Oct. 1, 1882	108	2 0	
30, 930	18	12	July 1, 1881	410	3 0	
5, 964	12	16	July 1, 1881	2, 537	.....	Pouches exchanged with Rutland, Rutland and Hoosick Junction R. P. O.; Boston and Troy, Saint Albans and Hoosick Junction R. P. O.
10, 942	6	14	July 1, 1881	174	.....	Pouches exchanged with East Brookfield, Boston and Albany R. P. O.
6, 554	6	3	Mar. 15, 1883	78	2 0	
14, 135	12	6	July 1, 1883	183	0 6	Connects at Hudson, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Cable and Hudson, Wis., R. P. O.
25, 231	7	20	Apr. 16, 1884	237	0 6	Connects at North Springfield with Saint Louis and Halstead R. P. O., and at Springfield with Kansas City and Memphis R. P. O.
13, 183	6	4	July 2, 1883	115	.....	Supplied by closed pouches from Lancaster and Boston R. P. O.
97, 815	12	10	Feb. 23, 1882	128	2 0	
10, 050	7	14	Not weighed	.....	0 6	Connects at Nutt with Revicon and Deming R. R.
4, 419	6	2	July 1, 1881	145	2 0	Balance of route (23.62 miles) covered by Berlin and Salisbury R. P. O. See Table A.
4, 594	6	4	Aug. 1, 1883	41	0 6	Connects at O'Fallen Depot, Ill., with Cincinnati, Ohio, and Saint Louis, Mo., R. P. O., and at Belleville, Ill., with Evansville, Ind., and Saint Louis, Mo., and Saint Louis, Mo., Eldorado, Ill., R. P. O.
43, 014	21	20	July 1, 1881	1, 861	2 0	Balance of route (122.42 miles) covered by Norwood and Rome R. P. O. (See Table A.)
29, 922	12	10	July 1, 1881	323	2 0	
11, 330	6	2	Oct. 1, 1882	31	.....	
10, 067	6	4	July 1, 1882	254	2 0	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Onalaska and La Crosse, Wis.	6	25013	Onalaska, La Crosse, Wis.	Chicago and North Western.	8.11
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Va. Midland .....	9.79
Oronogo and Joplin, Mo.	7	Part of 28054	Oronogo, Mo., Galena, Kans.	St. L. and S. F. Rwy .....	11.00
Oroville and Marysville, Cal.	8	46009	Marysville, Oroville, Cal.	Cal. Northern R. R. ....	27.50
Osceola Mills and Ramey, Pa.	2	8099	Osceola Mills, Ramey, Pa.	Penna. ....	8.88
Ossawatimie and Ottawa, Kans.	7	38038	Ossawatimie, Ottawa, Kans.	Mo. Pac. Rwy. ....	21.40
Ottawa and Emporia, Kans.	7	38041	Ottawa, Emporia, Kans.	Southern Kansas Rwy. ....	57.28
Ottumwa, Iowa, and Glenwood Junction, Mo.	7	Part of 28007	Ottumwa, Iowa, Moberly, Mo.	W., St. L. and Pac. Rwy. ....	49.16
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa.	Peach Bottom .....	20.00
Ozan and Hope, Ark.	7	29009	Ozan, Hope, Ark.	Ark. and La. Rwy. ....	16.34
Pacific Junction, Iowa, and Oreopolis Junction, Nebr.	6	27073	Pacific Junction, Iowa, Plattsmouth, Nebr.	Chicago, Burlington and Quincy.	6.89
		34002	Plattsmouth, Kearney, Nebr.	Burlington and Mo. River, in Nebraska.	4.61
Palatka and Gainesville, Fla.	4	16012	Palatka, Gainesville, Fla.	Fla. Southern Rwy. ....	49.49
Palisades and Eureka, Nev.	8	45002	Palisades, Eureka, Nev.	Palisades and Eureka R. R.	90.85
Palouse Junction and Colfax, Wash.	8	43006	Palouse Junction, Colfax, Wash.	Columbia and Palouse R. R.	89.18
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J.	N. Y., L. E. and W. ....	12.24
Paulding and Greenville, Ohio.	5	21075	Paulding, Greenville, Ohio.	Cin., Van Wert and Mich.	75.03
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22.76
Pennsborough and Ritchie, C. H., W. Va.	3	12005	Pennsborough, Ritchie C. H., W. Va.	Pennsborough and Harrisville.	9.00
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla.	Pensacola and Perdido R. R.	8.33

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
22,026	26	16	July 1, 1883	309	0 6	Connects at Onalaska, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at La Crosse, Wis., with La Crosse, Wis., and Dubuque, Iowa; La Crosse, Wis., and Woonsocket, Dak.; La Crosse, Wis., and Mankato, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.
12,257	12	5	Jan. 16, 1882	458	0 6	Connects with Washington and Charlotte R. P. O.
14,916	18	8	July 1, 1883	190	0 6	<sup>1</sup> Balance of route covered by Girard and Galena R. P. O. (See Table A.)
20,182	7	14	July 1, 1882	213	2 0	Connects at Carl Junction with Saint Louis and Halstead R. P. O., and at Joplin with Kansas City, Pleasant Hill, and Joplin R. P. O., Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.
11,117	12	3	July 1, 1	185	2 0	
15,665	7	18	July 1, 1882	228	0 6	Connects at Osawatimie with Holden and Le Roy R. P. O.; at Ottawa with Lawrence and Burlington R. P. O.; Kansas City and Harper R. P. O., and Ottawa and Emporia R. R.
35,858	6	50	Not weighed.		1 0	Connects at Ottawa with Lawrence and Burlington R. P. O., Kansas City and Harper R. P. O., and Osawatimie and Ottawa R. R.; connects at Emporia with Kansas City and Albuquerque R. P. O., Emporia and Howard R. P. O., Kansas City and Pueblo R. P. O., and Junction City and Parsons R. P. O.
35,965	7	10	July 1, 1883	1,895	1 0	<sup>2</sup> Balance of route 28007 covered by Albia and Moberly R. P. O. (See Table A.)
						Connects at Ottumwa with Keokuk and Des Moines and Burlington and Council Bluffs R. P. O.; at Belknap, Iowa, with Davenport and Cameron R. P. O.; at Bloomfield, Iowa, with Burlington and Leclaire R. P. O., and at Glenwood Junction, Mo., with Albia and Moberly R. P. O., and Keokuk and Centerville R. P. O.
12,520	6	10	July 1, 1881	84	2 0	
20,458	12	14	July 1, 1883	166	0 6	Connects at Hope with Saint Louis and Texarkana R. P. O.
20,718	26	52	Apr. 1, 1884	4,765	6 0	Connects at Pacific Junction, Iowa, with Burlington and Council Bluffs, Iowa, and Council Bluffs, Iowa, and Kansas City, Mo., R. P. O's; connects at Orecopolis Junction, Nebr., with Omaha and McCook, Nebr., R. P. O.
12,520	26	52	July 1, 1882	2,012	6 0	
30,980	6	16	Dec. 1, 1881	158	4 0	
56,572	6	10	July 1, 1882	500	2 0	
55,826	6	8	Not weighed.		2 0	
20,720	15	6	July 1, 1881	207	2 0	
31,736	6	2	Jan. 20, 1884	130	-----	Formerly Paulding and Shane's Crossing; extended January 20, 1884, to Greenville; increased distance, 43.55 miles.
14,247	6	12	July 1, 1883	101	0 6	Connects at Fergus Falls, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O., Wadena and Fergus Falls, Minn., R. P. O., and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
5,634	6	2	July 1, 1881	790	0 6	Connects with Grafton and Cincinnati R. P. O.
5,214	6	2	July 1, 1880	29	2 0	



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Perry and East Gainesville, N. Y.	2	6070	East Gainesville, Perry, N. Y.	Silver Lake .....	6.83
Peters and Oakdale, Cal...	8	46035	Peters, Oakdale, Cal .....	Stockton and Copperopolis R. R.	19.13
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Br. Norfolk and Western..	10.46
Philadelphia and Darby, Pa.	2	8006	Philadelphia, Darby, Pa...	Phila. and Darby .....	7.05
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading .....	11.83
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Penna .....	18.42
Piedmont and Elk Garden, W. Va.	3	12007	Piedmont, Elk Garden, W. Va.	W. Va., Cent. and Pittsburgh.	14.50
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W., Middletown and Crawford Branch.	14.18
Pinkneyville and Murphysborough, Ill.	6	23085	Murphysborough, Pinkneyville, Ill.	Staint Louis Coal .....	23.21
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon.	6.02
Pittsburgh and Library, Pa.	2	8115	Pittsburgh, Library, Pa...	Balto. and Ohio (N. G. Division).	14.24
Plainview and Chatfield, Minn.	6	26018	Chatfield, Plainview, Minn.	Winona and St. Peter .....	28.73
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hudson Canal Co.	23.52
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay .....	24.07
Pleasant Hill, Mo., and Olathe, Kans.	7	28016	Pleasant Hill, Mo., Olathe, Kans.	Southern Kans. Rwy'y .....	34.95
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey .....	7.31
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y..	Her., Newport and Poland	17.00
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Pennsylvania .....	18.64
Poncho Springs and Maysville, Colo.	7	38009	Poncho Springs, Maysville, Colo.	Denver and Rio Grande Rwy.	7.28
Port Huron and Almont, Mich.	9	24080	Port Huron, Almont, Mich.	Port Huron and Northwestern.	34.52
Portland and Everest, Dak.	6	35013	Ripon, Portland, Dak. ....	Saint Paul, Minneapolis and Manitoba.	37.71
		35003	Breckenridge, Minn., Hope, Dak.	Saint Paul, Minneapolis and Manitoba.	210.43
Portland and Nazareth, Pa.	2	8128	Portland, Nazareth, Pa...	Bangor and Portland .....	25.61
Port Monmouth and Red Bank, N. J.	2	Part of 7049	Eastontown, Port Monmouth, N. J.	Phila. and Reading (N. J. So. Division).	26.58
Prairie du Sac and Maso Manie, Wis.	6	25039	Maso Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and Saint Paul.	10.45
Pratt's Junction and Loring, Mass.	1	3047	Loring, Pratt's Junction, Mass.	Old Colony .....	4.83
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania .....	3.37
Prospect (n. o.) and Louisville, Ky.	5	20023	Prospect (n. o.), Louisville, Ky.	Louis. and Nash .....	11.00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
8,551	12	6	July 1, 1881	177	2 0	
11,975	6	8	July 1, 1882	110	2 0	
6,547	6	1	July 1, 1881	34	0 6	Connects with Richmond and Wilmington and Norfolk and Lynchburgh R. P. O's.
8,826	12	2	July 1, 1881	42	2 0	
7,405	6	8	July 1, 1881	88	2 0	
46,123	24	10	May 1, 1884	118	4 0	
6,260	6	6	Oct. 20, 1881	31	1 0	Connects with Cumberland and Piedmont R. P. O.
8,876	6	5	July 1, 1881	82	2 0	
14,529	6	18	July 1, 1883	66	0 6	Supplied by initial and terminal offices and by Saint Louis, Mo., and El Dorado, Ill. R. P. O.; connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
8,768	6	4	July 1, 1881	36	2 0	
8,914	6	2	July 1, 1881	155	2 0	
53,954	18	22	July 1, 1883	153	0 6	Supplied by Eyola, Minn., and by Winona and Tracy, Minn., R. P. O.
14,723	6	8	July 1, 1881	123	2 0	
43,406	12	8	July 1, 1881	93	2 0	
21,879	6	35	July 1, 1883	107	0 6	Connects at Pleasant Hill with Saint Louis and Atchison R. P. O., Kansas City, Pleasant Hill, and Joplin R. P. O., and at Olathe with Kansas City and Memphis R. P. O. and Kansas City and Harper R. P. O.
4,576	6	3	June 13, 1883	79	2 0	
21,284	12	6	July 17, 1882	192	2 0	
11,668	6	5	July 1, 1881	48	2 0	
4,550	6	12	Nov. 1, 1881	214	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
43,219	12	18	July 1, 1883	213	.....	<sup>1</sup> At Port Huron connects East Saginaw and Port Huron; Port Austin and Port Huron; Port Huron and Detroit, and Port Huron and Chicago R. P. O.
11,803	8	16	Dec. 1, 1882	72	0 6	Supplied by Everett and Portland, Dak. Connects at Everett, Dak., with Mayville, Dak. and Breckenridge, Minn., R. P. O.
3,264	8	20	Apr. 1, 1884	476	0 6	<sup>2</sup> Everett to Ripon.
32,013	12	14	July 1, 1881	62	2 0	
4,119	6	5	July 1, 1881	176	2 0	<sup>3</sup> Balance of route (3.22 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A.)
13,083	12	12	July 1, 1883	163	0 6	Connects at Maso Manie, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
6,047	12	16	July 1, 1881	299	.....	Pouches exchanged with Worcester, Fitchburgh, Nashua, and Worcester, and Boston and New York R. P. O's.
12,657	26	8	July 1, 1881	265	2 0	
6,886	6	2	July 1, 1880	74	.....	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Providence and Bristol, R. I.	1	4004	Providence, Bristol, R. I.	Providence, Warren and Bristol	14.39
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania.....	7.34
Ramal (n. o.) and Eagle Pass, Tex.	7	81043	Ramal, Eagle Pass, Tex.	G. H. and S. A. Rwy.....	33.47
Rhineland and Monico, Wis.	6	25045	Monico, Rhineland, Wis.	Milwaukee, Lake Shore and Western.	14.76
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul	16.39
Richmond and Livingston, Ky.	5	20018	Richmond, Livingston, Ky.	Ky. Cent .....	36.63
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield,	Danbury and Norwalk ...	4.50
Rincon and Deming, N. Mex.	7	Part of 38008	La Junta, Colo., Deming, N. Mex.	A., T. & S. F. R. R.....	53.41
Ripon and Berlin, Wis....	6	25003	Milwaukee, Berlin, Wis..	Chicago, Milwaukee and St. Paul.	13.06
Riverside and Brinkley, Ark.	7	22006	Riverside, Brinkley, Ark.	Batesville and Brinkley R. R.	34.53
Rockford and Rochelle, Ill.	6	23057	Rochelle, Rockford, Ill....	Chicago and Iowa .....	27.76
Rock Island and Cable, Ill.	6	23059	Rock Island, Cable, Ill....	Rock Island and Mercer Co.	27.23
Rockport, Salem, Mass....	1	3003	Salem, Rockport, Mass....	Eastern .....	19.69
Rockport Junction, Rockport, Ind.	5	22034	Rockport Junction (n. o.), Rockport, Ind.	Louis., Evans. & St. Louis	16.20
Rocky Mount and Tarborough, N. C.	3	13015	Rocky Mount, Tarborough, N. C.	Wilmington & Weldon ...	17.80
Rome and Clinton, N. Y...	2	6051	Clinton, Rome, N. Y.....	Del., Lac. and Western ...	13.19
Roswell and Chamblee, Ga.	4	15035	Roswell Junction (n. o.) to Roswell, Ga.	Roswell R. R.....	11.00
Sabula and Clinton, Iowa.	6	27012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.	16.27
Saint Augustine and Tocoi, Fla.	4	16004	Saint Augustine to Tocoi, Fla.	St. John's R. R.....	15.69
Saint Clair and Lenox, Mich. <sup>1</sup>	9	24037	Saint Clair, Lenox, Mich..	Michigan Central.....	13.03
Saint Clairsville, Shields, Ohio.	5	21056	Saint Clairsville, Quincy Junction, Ohio (n. o.).	St. Clairsville R'y.....	7.39
Saint Hilaire and Crookston, Minn.	6	26050	Crookston, Saint Hilaire, Minn.	St. Paul, Minneapolis and Manitoba.	23.73
Saint Ignace and Marquette, Mich. <sup>2</sup>	9	24051	Saint Ignace, Marquette, Mich.	Detroit, Mackinac & Marquette.	151.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.		Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
					Pounds.	Ft. In.	
27,024	18	12	July 1, 1881	520	.....	.....	Pouches exchanged with Providence.
9,189	12	7	July 1, 1881	79	2 0		
24,500	7	4	Feb. 12, 1883	102	0 6		Connects at Ramal with Houston and Del Rio R. P. O.
9,239	6	2	Feb. 5, 1884	24	0 6		Connects at Monico, Wis., with Watersmeet, Mich., and Summit Lake, Wis., pouch service.
20,520	12	16	July 1, 1883	283	0 6		Connects at Lone Rock, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
.....	6	2	Not weighed.	.....	.....	.....	Not yet in operation. Established January 1, 1884.
8,620	18	6	July 1, 1881	68	.....	.....	Pouches exchanged with Danbury and South Norwalk.
39,096	7	30	July 1, 1882	3,854	1 6		<sup>1</sup> Connects at Rincon with Albuquerque and El Paso R. P. O.; at Nutt with Nutt and Lake Valley Railroad; and at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and El Paso and Deming Railroad.
16,376	12	20	July 1, 1883	1,425	0 6		Connect at Rush Lake, Wis., with Winneconne and Rush Lake pouch service, and at Ripon, Wis., with Oshkosh and Milwaukee, Wis., and Sheboygan and Princeton Wis., R. P. O's.
21,616	6	8	July 1, 1882	62	0 6		Connects at Brinkley with Memphis and Little Rock R. P. O., and Cairo and Texarkana R. P. O.
24,755	12	22	July 1, 1883	204	0 6		Supplied by initial and terminal offices, and by Forrester and Aurora, Ill., R. P. O. Connects at Rockford, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Kenosha, Wis., and Rockford, Ill., R. P. O's. Connects at Davis Junction, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
17,077	6	14	July 1, 1883	149	0 6		Supplied by initial and terminal offices. Connects at Rock Island, Ill., with Chicago, Ill., and West Liberty, Iowa; Racine, Wis., and Rock Island, Ill.; Sterling and Rock Island, Ill.; Rock Island and Peoria, Ill., and Rock Island, Ill., and Saint Louis, Mo., R. P. O's.
24,651	12	8	July 1, 1881	491	.....	.....	Pouches exchanged with Boston, Salem, Bangor and Boston R. P. O.
30,423	18	6	July 1, 1880	58	.....	.....	
24,136	13	4	Oct. 9, 1882	104	0 6		Connects with Richmond and Wilmington R. P. O.
16,513	12	10	July 1, 1881	120	2 0		
6,886	6	6	Sept. 1, 1881	66	2 0		
30,555	18	14	July 1, 1883	2,442	0 6		Connects at Sabula, Iowa, with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and at Clinton, Iowa, with Clinton and Anamosa, Iowa, and with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O's.
19,643	12	4	July 1, 1880	297	2 0		
22,573	12	6	July 1, 1883	455	.....	.....	<sup>1</sup> At Lenox, Mich., connects Port Huron and Detroit R. P. O.
4,611	12	4	July 1, 1880	170	.....	.....	
3,992	3	4	Sept. 15, 1883	29	0 6		Supplied from Crookston, Minn. Connects at Crookston, Minn., with Saint Vincent and Saint Paul, Minn., and with Crookston, Minn., and Devil's Lake, Dak., R. P. O's.
94,757	6	20	July 1, 1883	134	.....	.....	<sup>2</sup> At Saint Ignace, Mich., connects Mackinaw City and Bay City, and Mackinaw City and Grand Rapids, R. P. O's. At Marquette, Mich., connects Marquette and L'Anse R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Saint Louis and Florissant, Mo.	7	28031	Saint Louis, Florissant, Mo.	West End N. G. R. R. ....	16.31
Saint Mary's, Minster, Ohio.	5	21082	Saint Mary's, Minster, Ohio.	L. Erie & Western. ....	10.87
Salisbury and Glasgow, Mo.	7	28025	Salisbury, Glasgow, Mo. ...	W., St. L. and Pac. Rwy. ..	15.61
Salt Lake and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah.	Utah and Nevada R. R. ....	40.50
San Anselmo and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R. ..	6.25
Sand Beach and Palm Station, Mich. <sup>1</sup>	9	Part of 24042	Sand Beach, Palm Station, Mich.	Port Huron and North-Western.	18.03
Sandersville and Tennile, Ga.	4	15027	Sandersville, Tennile, Ga.	Sandersville and Tennile R. R.	3.50
Sandy and Bingham Canyon, Utah.	8	41004	Sandy, Bingham Canyon, Utah.	Wasatch and Jordan Valley R. R.	17.42
Sanford and Lake Jessup, Fla.	4	16010	Sanford, Lake Jessup, Fla.	Sanford and Indian River R. R.	10.43
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast R'y Co. ....	54.30
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	Pacific Coast R'y Co. ....	11.80
Santa Cruz and Pajaro, Cal.	8	46021	Santa Cruz, Pajaro, Cal. ...	Santa Cruz R. R. ....	22.20
Santa Fé and Lamy, N. M.	7	39001	Santa Fé, Lamy, N. M. ....	A., T. and S. F. R. R. ....	18.70
Sardinia Junction and Springville, N. Y.	2	6104	Springville, Sardinia Junction, N. Y.	Springville and Sardinia..	11.59
Saxtonville, Natick, Mass.	1	3032	Natick, Saxtonville. ....	Boston and Albany. ....	3.87
Saybrook Junction (n. o.), Saybrook Point, Conn.	1	5015	Hartford, Saybrook Point.	Hartford, Connecticut Valley.	1.88
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co. ...	15.47
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.	5.50
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley. ....	4.38
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W. ....	18.55
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W. ....	12.98
Seranton and Wilkes Barre, Pa.	2	8079	Wilkes Barre, Seranton, Pa.	Cent. R. R. of N. J. ....	18.85
Sea Isle Junction and Sea Isle City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey. ....	4.97
Seattle and Newcastle, Wash.	8	43002	Seattle, Newcastle, Wash.	Seattle and Walla Walla R. R.	20.28
<sup>1</sup> Sebewaing and East Saginaw, Mich.	9	24054	Sebewaing, East Saginaw, Mich.	Saginaw, Tuscola and Huron.	38.23
Sedalia and Warsaw, Mo. ...	7	28042	Sedalia, Warsaw, Mo. ....	Mo. Pac. Rwy. ....	43.18
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R. ....	19.26
Selma and Martins, Ala. ...	4	17022	Selma, Martins, Ala. ....	Selma and New Orleans R. R.	20.55
Shaw and Fairfax, W. Va.	8	12009	Shaw, Fairfax, W. Va. ....	W. Va., Cent. and Pittsburgh.	35.75
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley. ....	12.24
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading. ....	6.90
Shumway and Altamont, Ill.	6	23066	Chicago, Altamont, Ill. ....	Wabash, St. Louis and Pacific.	10.53

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
22,421	12	8	July 1, 1883	66	0 6	Makes all Saint Louis connections through Saint Louis post-office.
6,804	6	2	July 1, 1880	74	.....	
21,198	13	10	July 1, 1883	85	0 4	Connects at Salisbury with Saint Louis, Moberly and Kansas City R. P. O., and at Glasgow with Saint Louis, Louisiana, and Kansas City R. P. O.
25,853	6	10	July 1, 1882	88	2 0	
9,150	14	12	Not weighed.		2 0	
22,825	12	8	Apr. 4, 1883	646	.....	<sup>1</sup> At Palm Station, connects Port Austin and Port Huron R. P. O. <sup>2</sup> Balance of route (52.42 miles) covered by Port Austin and Port Huron R. P. O.
2,191	6	1	July 1, 1884	167	2 0	
12,753	7	4	July 1, 1882	56	2 0	
6,529	6	4	Mar. 1, 1883	42	2 0	
33,991	6	16	Jan. 15, 1883	225	2 0	
7,386	6	4	Feb. 15, 1883	22	2 0	
16,250	7	12	Apr. 1, 1881	87	2 0	
41,005	21	8	July 1, 1882	746	1 0	Connects at Lamy with Kansas City and Albuquerque R. P. O.
14,510	12	4	July 1, 1881	145	2 0	
4,845	12	4	July 1, 1881	71	.....	Pouches exchanged with Natick, Mass.
4,562	24	12	July 1, 1881	575	.....	Pouches exchanged with Hartford and Saybrook, New London and New Haven R. P. O's.
10,368	12	4	July 1, 1881	68	2 0	
6,896	12	2	July 1, 1881	163	2 0	
5,483	12	2	July 1, 1881	284	2 0	
8,482	6	4	Mar. 28, 1882	131	2 0	
8,125	6	3	Aug. 1, 1882	141	2 0	
12,426	6	5	July 1, 1881	59	2 0	
3,111	6	2	Not weighed.		2 0	
12,605	6	8	July 1, 1882	43	2 0	
22,961	6	16	July 1, 1883	152	.....	<sup>1</sup> At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, East Saginaw and Port Huron, and Ludington and Toledo R. P. O's.
27,081	6	22	July 1, 1883	143	0 6	Connects at Sedalia with Saint Louis and Atchison R. P. O., Hannibal and Denison R. P. O., and Sedalia and Kansas City R. P. O.
24,118	12	14	Feb. 15, 1884	387	0 6	Connects at Seligman with Pierce City and Fort Smith R. P. O.
12,864	6	6	July 1, 1880	82	2 0	
22,379	6	4	Aug. 1, 1883	21	0 6	
7,662	6	4	Feb. 12, 1883	73	2 0	
8,638	12	4	July 1, 1881	125	2 0	
6,591	6	4	July 1, 1883	834	0 6	Connects at Shumway, Ill., with Bement and Effingham, Ill., R. P. O., and at Altamont, Ill., with Beardstown and Shawneetown, Ill., and with Pittsburgh, Pa., and Saint Louis, Mo., R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Silver City and Deming, N. Mex.	7	39006	Silver City, Deming, N. Mex.	S. C. D. and P. Rwy.....	47.70
Silver City and Ironton, Utah.	8	41012	Ironton, Silver City, Utah.	Salt Lake and Western R. R.	4.20
Sioux Falls and Salem, Dak.	6	26020	Worthington, Minn., Salem, Dak.	Chicago, St. Paul, Minneapolis and Omaha.	89.65
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.....	5.16
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western.	26.63
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa.	Allegheny Val .....	10.39
Smithfield and Goldsborough, N. C.	3	13005	Smithfield, Goldsborough, N. C.	Atlantic and North Carolina.	22.65
Snow Shoe and Bellefonte, Pa.	2	8083	Bellefonte, Snow Shoe, Pa.	Penna .....	22.25
South Acton Depot (n. o.), Hudson, Mass.	1	3023	South Acton Depot (n. o.), Hudson, Mass.	Fitchburgh.....	9.18
South Abington, Bridgewater, Mass.	1	3040	South Abington, Bridgewater, Mass.	Old Colony.....	8.13
South Braintree, Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony.....	34.43
South Braintree, Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony.....	26.63
South Framingham, Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany .....	12.31
Somerset Junction and Indianola, Iowa.	6	27015	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.	6.73
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J .....	16.06
Somerville and Moscow, Tenn.	5	19019	Somerville, Moscow, Tenn.	Mem. and Charleston .....	13.67
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson, Conn., Southbridge, Mass.	New York and New England.	18.06
Sparkill and Tallman, N. Y.	2	6002	Tallman, Piedmont, N. Y.	N. Y., L. E. and W .....	14.15
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn.	Tenn. and Sequatchie Valley.	12.00
Springfield and Xenia, Ohio.	5	21027	Springfield, Xenia, Ohio.	Pitt., Cin. and St. Louis ..	20.05
Stanwood and Tipton, Iowa.	6	27013	Stanwood, Tipton, Iowa ..	Chicago and North Western.	8.97
Stapleton and Tottenville, N. Y.	2	6068	Stapleton, Tottenville, N. Y.	Staten Island .....	13.00
State Line and Van Deusen, Mass.	1	3071	Van Deusen, State Line, Mass.	Housatonic .....	11.02
Staubenville, Ohio, and Wheeling, W. Va.	3	12005	Staubenville, Ohio, Wheeling, W. Va.	Pitts., Wheel. and Ky. Div. P. C. and St. L.	26.13
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island .....	20.50
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peo., Dec. and Evans.....	6.78
Stillwater and Hastings, Minn.	6	26045	Hastings, Stillwater, Minn.	Chicago, Milwaukee and St. Paul.	26.12
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth .....	23.01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.		Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
					Pounds.	Ft. In.	
34,916	7	8	July 2, 1883		311	0 6	Connects at Deming with Deming and Los Angeles R. P. O., Rincon and Deming R. R., and El Paso and Deming R. R.
2,629	6	4	.....		(1)	2 0	Not weighed.
24,820	6	10	July 1, 1883		294	0 6	Supplied by initial and terminal offices. Connects at Sioux Falls, Dak., with Saint Paul, Minn., and Sioux Falls, Dak., and with Sioux Falls, Dak., and Sioux City, Iowa, R. P. O's, and at Salem, Dak., with Iroquois, Dak., and Hawarden, Iowa, pouch service.
11,341	21	2	July 1, 1881		200	2 0	
33,340	12	8	July 1, 1883		167	0 6	Connects at Sleepy Eye, Minn., with Winona and Tracy, Minn., R. P. O.
6,504	6	2	July 1, 1881		40	2 0	
14,179	6	2	July 1, 1880		393	0 6	Connects with Goldsborough and M. City R. P. O.
27,857	12	2	July 1, 1881		62	2 0	
17,240	18	10	July 1, 1881		168	.....	Pouches exchanged with Boston, Boston and Troy, Essex Junction and Boston R. P. O's.
5,089	6	2	July 1, 1881		53	.....	Pouches exchanged with Boston, Boston and Wellfleet R. P. O.
86,212	24	16	July 1, 1881		603	.....	Pouches exchanged with Boston, Taunton, Fall River, Mass.
49,992	18	6	July 1, 1881		534	.....	Pouches exchanged with Boston.
23,118	18	18	July 1, 1881		191	.....	Pouches exchanged with Boston, Worcester, Boston and Albany, and Boston, Springfield, and New York R. P. O's.
16,851	24	16	July 1, 1883		533	0 6	Connects at Indianola, Iowa, with Chariton and Indianola, Iowa, R. P. O., and at Somerset Junction with Des Moines and Winterset, Iowa, R. P. O.
30,160	18	8	July 1, 1881		196	2 0	
8,557	6	2	July 1, 1880		91	.....	
22,611	12	8	July 1, 1881		137	.....	Pouches exchanged with Boston and Hopewell Junction R. P. O.
8,857	6	4	July 1, 1881		56	2 0	
7,512	6	2	July 1, 1882		46	.....	
25,102	12	4	July 1, 1880		133	.....	
11,230	12	8	July 1, 1883		165	0 6	Connects at Stanwood, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
16,276	12	10	July 1, 1881		206	2 0	
6,896	6	6	July 1, 1881		476	.....	Pouches exchanged with Boston and Albany, Pittsfield and Bridgeport R. P. O's.
49,072	18	15	Mar. 19, 1884		746	1 0	
12,833	6	3	July 1, 1881		95	2 0	
8,488	12	4	Dec. 22, 1881		115	.....	
38,239	14	36	July 1, 1883		219	0 6	Connects at Hastings, Minn., with Chicago, Ill., and Minneapolis, Minn., and Hastings and Cologne, Minn., R. P. O's. Connects at Stillwater, Minn., with Stillwater and Stillwater Junction, and Stillwater and Minneapolis closed-pouch service.
36,068	12	8	July 1, 1883		120	0 6	Connects at White Bear Lake, Minn., with Duluth and Saint Paul, Minn., R. P. O.; and at Minneapolis, Minn., with Minneapolis, Minn., and Millbank, Dak.; Minneapolis and Birch Cooley, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	2.90
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford.	4.79
Suisun and Napa Junction, Cal.	8	46006	Suisun City, Napa Junction, Cal.	Cal. Pac. R. R. ....	13.01
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lack. and W. ....	14.72
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa.	Buff., N. Y. and Phil. ....	7.06
Superior and Superior Junction, Wis.	6	25051	Superior Junction (n. o.), Superior, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	63.50
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W. ....	26.10
Sutherlin, Va., and Milton, N. C.	3	11019	Sutherlin, Va., Milton, N. C.	Milton and Sutherlin. ....	7.00
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.	9.90
Swedesborough and Riddleton Junction, N. J.	2	7057	Swedesborough, Riddleton Junction, N. J.	West Jersey. ....	11.47
Talbotton and Pascha, Ga.	4	15033	Talbotton Bostick (n. o.), Ga.	Talbotton R. R. ....	7.20
Tallahassee and Saint Mark's, Fla.	4	16013	Tallahassee, Saint Mark's, Fla.	Jacks., Pensa. and Mobile R. R.	21.89
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C.	Albemarle and Raleigh ...	30.88
Taunton, New Bedford, Mass.	1	3051	New Bedford, Fitchburgh,	Old Colony. ....	20.91
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth. ....	20.77
Table Rock and Wymore, Nebr.	6	34020	Wymore, Table Rock, Nebr.	Republican Valley. ....	40.42
Temple Junction and Belton, Tex.	7	31041	Temple Junction, Belton, Tex.	Mo. Pac. Rwy. ....	7.17
Terrebonne and Houma, La.	4	30004	Terrebonne, Houma, La. ...	Morgan's La. and Tex. R. R.	15.33
Terrebonne and Thibadeaux, La.	4	30009	Terrebonne, Thibadeaux, La.	Morgan's La. and Tex. R. R.	5.75
Terrell and Guide, Tex. ...	7	31042	Terrell, Guide, Tex. ....	H. and T. C. Rwy. ....	38.53
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Utica and Blk. River. ....	16.23
Toledo, Ohio, and Allegan, Mich. <sup>2</sup>	9	24019	Toledo, Ohio, Allegan, Mich.	Michigan and Ohio. ....	157.64
Toledo and Findlay, Ohio.	5	21091	Toledo, Findlay, Ohio. ....	Tol. and Indpls. ....	44.72
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa. ....	Phila. and Reading. ....	4.64
Towanda and Barclay, Pa.	2	8069	Towanda, Barclay, Pa. ....	Towanda Coal Co. ....	413.19
Traverse City and Walton, Mich. <sup>3</sup>	9	24034	Traverse City, Walton, Mich.	Grand Rapids and Indiana.	26.27
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Penna. ....	6.04
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading. ....	4.28
Trinity and Colmesneil, Tex.	7	31046	Trinity, Colmesneil, Tex. ..	Mo. Pac. Rwy. ....	64.73
Trippe and Arkansas City, Ark.	7	29007 <sup>Part of</sup>	Little Rock, Arkansas City, Ark.	L. R., M. R. and T. Rwy	7.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
15,475	38	24	July 1, 1883	349	0 6	Connects at Stillwater Junction with Saint Paul, Minn., and Elroy, Wis., R. P. O.
5,907	12	8	July 1, 1881	110	.....	Pouches exchanged with Windsor Locks, Hartford, Boston, and New York R. P. O.
19,046	14	8	July 1, 1882	813	2 0	
9,214	6	13	July 1, 1881	118	2 0	
9,500	12	5	July 1, 1881	209	2 0	
39,751	6	4	July 1, 1883	55	0 6	Connects at Superior Junction, Wis., with Cable and Hudson, Wis., R. P. O.
65,354	24	18	July 1, 1881	771	4 0	<sup>1</sup> Including closed Canada mail.
8,764	12	2	July 1, 1881	74	0 6	Connects with Richmond and Danville R. P. O.
6,197	6	8	Mar. 6, 1881	75	2 0	
14,360	12	4	Feb. 26, 1883	370	2 0	
5,256	7	4	May 23, 1881	104	2 0	
13,703	6	2	July 1, 1880	50	2 0	
22,543	7	10	Dec. 11, 1882	133	1 0	
39,368	18	14	July 1, 1881	804	.....	Pouches exchanged with Boston, Taunton, Lowell and Taunton R. P. O.
13,002	6	26	July 1, 1883	256	0 6	Supplied by initial and terminal offices. Connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
54,880	13	34	July 1, 1883	148	1 0	Connects at Table Rock, Nebr., with Columbus, Nebr., and Atchison, Kans., R. P. O., and at Wymore, Nebr., with Crete and Red Cloud, Nebr., R. P. O.
10,497	14	4	Dec. 11, 1882	120	0 6	Connects at Temple Junction with Denison and Taylor R. P. O., and at Belton with Temple and Lampasas R. P. O.
9,506	6	4	July 1, 1883	108	2 0	
3,609	6	2	July 1, 1882	183	2 0	
24,130	6	8	Jan. 15, 1883	39	0 4	Connects at Guide with Denison and Houston R. P. O., and Waxahachie and Guide R. R. at Kaufman with Dallas and Kemp R. R., and at Terrell with Texarkana and El Paso R. P. O.
20,319	12	6	July 1, 1881	211	2 0	
6,020	6	16	Mar. 20, 1884	214	.....	<sup>2</sup> Service established March 20, 1884. R. P. O.
27,994	6	2	.....	( <sup>3</sup> )	.....	<sup>3</sup> Not weighed.
7,574	15	3	July 1, 1881	129	2 0	
10,768	6	2	July 1, 1881	44	2 0	Balance of route (4 miles) covered by Towanda and Bernice R. P. O. (See Table A*.)
32,800	12	12	July 1, 1883	490	.....	<sup>4</sup> At Walton, Mich., connects Mackinaw City and Grand Rapids R. P. O.
11,243	18	5	July 1, 1881	287	2 0	
5,358	12	3	July 1, 1881	69	2 0	
48,846	7	20	.....	( <sup>5</sup> )	0 6	Connects at Trinity with Texarkana and Houston R. P. O. and Denison, Troup and Houston R. P. O., at Carrigan with Nacogdoches and Houston R. P. O., and at Colmesneil with Rockland and Beaumont R. P. O.
9,200	12	6	July 1, 1882	585	0 6	<sup>6</sup> Not weighed. <sup>7</sup> Balance of route covered by Little Rock and Warren R. P. O. (See Table A*.) Connects at Trippe with Little Rock and Warren R. P. O., and at Arkansas City with Memphis and Vicksburg River R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Troy and Albany, N. Y. . . . .	2	6106	Albany, Troy, N. Y. . . . .	N. Y. C. and H. R. . . . .	7.37
Troy and Albany Junction, N. Y. . . . .	2	6020	Albany Junction, Troy, N. Y. . . . .	Del. and Hud. Canal Co. . .	6.20
Troy and Schenectady, N. Y. . . . .	2	6012	Troy, Schenectady, N. Y. . .	N. Y. C. and H. R. . . . .	22.00
Turner and Aurora, Ill. . . . .	6	23071	Aurora, Turner, Ill. . . . .	Chicago, Burlington and Quincy. . . . .	12.56
Turner's Falls and Greenfield, Mass. . . . .	1	3053	Greenfield, Turner's Falls, Mass. . . . .	Fitchburg . . . . .	4.37
Turnerville and Colchester, Conn. . . . .	1	5020	Turnerville, Colchester, Conn. . . . .	Bos. and N. Y., Air Line Div., N. Y., N. H. and H. R. R. . . . .	4.60
Two Rivers and Manitowoc, Wis. . . . .	6	25018	Milwaukee, Two Rivers, Wis. . . . .	Milwaukee, Lake Shore and Western. . . . .	7.33
Tyler and Alto, Tex. . . . .	7	31044	Tyler, Alto, Tex. . . . .	Kans. and Gulf Short Line R. R. . . . .	57.85
Umatilla and Pendleton, Oreg. . . . .	8	44003	Umatilla, Pendleton, Oreg. . . . .	Oreg. Rwy' and Navig. Co. . .	44.35
Union City and Titusville, Pa. . . . .	2	3068	Union City, Titusville, Pa. . . . .	Buff., N. Y., and Phila. . . .	14.10
University Station and Chapel Hill, N. C. . . . .	3	13018	University Sta., Chapel Hill, N. C. . . . .	State University . . . . .	11.70
Valley Stream and Oceansus, N. Y. . . . .	2	6100	Valley Stream, Oceansus, N. Y. . . . .	Long Island . . . . .	8.50
Valparaiso, Nebr., and Marysville, Kans. . . . .	6	34014	Lincoln, Valparaiso, Nebr. . . . .	Republican Valley . . . . .	20.30
		34013	Lincoln, Nebr., Marysville, Kans. . . . .	Omaha and Republican Valley, and Marysville and Blue Valley. . . . .	78.27
Varna and Lacon, Ill. . . . .	6	23074	Varna, Lacon, Ill. . . . .	Chicago and Alton . . . . .	10.60
Vesper and Dexterville Junction, Wis. . . . .	6	25056	Dexterville Junction (n.o.) Vesper, Wis. . . . .	Wisconsin, Pittsville and Superior. . . . .	20.20
Vincennes, Ind., and Saint Francisville, Ill. . . . .	6	23037	Vincennes, Ind., Saint Francisville, Ill. . . . .	Wabash, Saint Louis and Pacific. . . . .	10.17
Vinita and Tulsa, Ind. Ter. . . . .	7	32002	Vinita, Tulsa, Ind. Ter. . . . .	Saint Louis and S. F. Rwy' . .	63.54
Visalia and Goshen, Cal. . . . .	8	46018	Visalia, Goshen (n.o.), Cal. . . . .	Visalia R. R. . . . .	7.33
Volcano Junction and Volcano, W. Va. . . . .	3	12004	Volcano Junction, Volcano, W. Va. . . . .	Laurel Fork and Sand Hill . .	7.02
Volusia and Leesburgh, Fla. . . . .	4	16008	Volusia, Leesburgh, Fla. . . . .	St. Johns and Lake Eustis Rwy'. . . . .	49.75
Wakefield and Peabody, Mass. . . . .	1	3010	Wakefield, Peabody, Mass. . . . .	Eastern . . . . .	8.02
Wall Lake and Kingsley, Iowa. . . . .	6	27050	Wall Lake, Sac City, Iowa. . . . .	Chicago and Northwestern . .	14.17
		27089	Sac City, Kingsley, Iowa. . . . .	do . . . . .	58.40
Warren, R. I., and Fall River, Mass. . . . .	1	4005	Warren, Fall River, Mass. . . . .	Providence, Warren and Bristol. . . . .	9.95
Warrenton and Warrenton Junction, Va. . . . .	3	11024	Owl Run, Warrenton, Va. . . . .	Va. Midland . . . . .	9.17
Wartrace and Shelbyville, Tenn. . . . .	5	19020	Wartrace, Shelbyville, Tenn. . . . .	Nash., Chatt. and St. Louis . .	8.37
Warwick and Yuma (n.o.) Kans. . . . .	7	33027	Warwick, Yuma (n.o.) Kans. . . . .	Cent. Broh. U. P. R. R. . . .	30.66

part of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
57,707	172	197	July 1, 1881	8,289	20 0	<sup>1</sup> 3 round trips on Sundays. <sup>2</sup> Including sacks.
17,465	27	83	July 1, 1881	51	8 0	<sup>3</sup> Including sacks.
56,088	24	84	July 1, 1881	6,412	20 0	<sup>4</sup> Including sacks.
7,802	6	6	July 1, 1883	148	0 6	Connects at Turner, Ill., with Chicago, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with Chicago and Streator, Ill., R. P. O.
10,942	24	18	July 1, 1881	99	.....	Supplied by closed pouches from Greenfield, Boston and Troy, Newport and Springfield, and W. R. J. and Springfield R. P. O's.
5,759	12	10	July 1, 1881	109	.....	Pouches exchanged with Turnerville, New Haven, Willimantic and New Haven R. P. O.
9,177	12	8	July 1, 1883	1,395	0 6	Connects at Manitowoc, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
35,963	6	24	Oct. 15, 1883	90	0 6	Connects at Tyler with Texarkana and McGregor, R. P. O., and Denison, Troup and Houston R. P. O., and at Jacksonville with Texarkana and Houston R. P. O.
32,563	7	12	Dec. 1, 1882	845	2 0	
8,826	6	5	July 1, 1881	60	2 0	
7,324	6	2	July 24, 1883	105	0 6	Connects with Goldsborough and Greensborough R. P. O.
10,642	12	7	July 1, 1881	74	2 0	
42,427	20	12	July 1, 1881	102	0 6	{ Connects at Valparaiso, Nebr., with Omaha and Stromsburg, Nebr., R. P. O.; at Lincoln, Nebr., with Central City and Nebraska City, Nebr., Columbus, Nebr., and Atchison, Kans., and Omaha and McCook, Nebr., R. P. O's; connects at Beatrice, Nebr., with Crete and Red Cloud, Nebr., and Nebraska City and Beatrice, Nebr., R. P. O's, and at Marysville, Kans., with Saint Joseph, Mo., and Grand Island, Nebr., R. P. O.
87,293	7	36	May 16, 1882	137	0 6	
13,271	12	8	July 1, 1883	66	0 6	Connects at Varna, Ill., with Dwight and Washington, Ill., R. P. O.
12,701	6	10	Mar. 15, 1884	65	0 6	Connects at Dexterville Junction with Merrill and Tomah, Wis., R. P. O., and at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
6,366	6	4	July 1, 1883	200	0 6	Connects at Saint Francisville, Ill., with Danville and Cairo, Ill., R. P. O., and at Vincennes, Ind., with Cincinnati, Ohio, and Saint Louis, Mo., Indianapolis and Vincennes, Ind., and Terre Haute and Evansville, Ind., R. P. O.
46,511	7	16	Not weighed.	.....	0 6	Connects at Vinita with Hannibal and Denison R. P. O., and Pierce City and Vinita R. P. O.
10,730	14	8	July 1, 1882	243	2 0	
8,789	12	2	July 1, 1881	79	0 6	Connects with Grafton and Parkersburg R. P. O.
31,144	6	24	Feb. 8, 1881	144	4 0	
10,041	12	4	July 1, 1881	41	.....	Pouches exchanged with Boston and Newburyport and Boston R. P. O.
17,740	12	40	July 1, 1883	225	1 0	{ Connects at Wall Lake with Carroll and Mapleton, Iowa, R. P. O. Supplied by initial and terminal offices, and by Carroll and Mapleton, Iowa, R. P. O.
36,558	6	32	Jan. 25, 1884	359	0 6	
18,686	18	8	July 1, 1881	294	.....	Pouches exchanged with Providence and Fall River, Mass.
19,128	20	6	July 1, 1881	176	1 0	Connect with Washington and Charlotte R. P. O.
15,718	18	6				
19,196	6	18	July 1, 1882	134	0 6	Connects at Yuma with Atchison and Lenora R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R. ....	18.56
Washington and New Hampton, N. J.	2	Part of 8019	Binghamton, N. Y., New Hampton, N. J.	Del., Lack. and W. ....	5.20
Washington and Wayneburg, Pa.	2	8114	Washington, Wayneburg, Pa.	Waynes. and Wash. ....	23.97
Watersmeet, Mich., and Summit Lake, Wis.	6	25050	Eland, Wis., Watersmeet, Mich.	Milwaukee, Lake Shore and Western.	63.45
Watertown and Brookings, Dak.	6	35014	Brookings, Watertown, Dak.	Chicago and North Western.	43.24
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Utica and Blk. River. ....	12.51
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck. ....	6.41
Waukon, and Waukon Junction, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and Saint Paul.	23.00
Wawa and Chester, Pa. ....	2	Part of 8008	Chester, Pa., Port Deposit, Md.	Phila., Wil. and Balto. ....	7.17
Waxahachie and Guide, Tex.	7	31021	Waxahachie, Guide, Tex..	H. and T. C. Rwy. ....	12.08
Webb City and Joplin, Mo.	7	Part of 33008	Kansas City, Joplin, Mo..	K. C., Ft. S. and G. R. R. ...	6.30
Wellington and Cisena Park, Ill.	6	23080	Wellington, Cisena Park, Ill.	Chicago and Eastern Illinois.	12.89
Wellington and Hunnewell, Kans.	7	Part of 33005	Cherry Vale, Hunnewell, Kans.	Southern Kans. Rwy. ....	17.59
Wellfleet and Provincetown, Mass.	1	3041	Middleborough, Provincetown, Mass.	Old Colony. ....	14.36
Wellsborough and Antrim, N. Y.	2	Part of 8065	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co. ....	12.71
West Brownsville and Uniontown, Pa.	2	8148	West Brownsville, Uniontown, Pa.	Penna. ....	18.54
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony. ....	15.59
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon.	16.29
Wetumka and Elmore, Ala.	4	17024	Wetumka, Elmore, Ala. ...	South & North Ala. R. R. ...	6.81
White Haven and Upper Lehigh, Pa.	2	3097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J. ....	9.85
White Heath and Decatur, Ill.	6	23077	White Heath, Decatur, Ill.	Wabash, St. Louis and Pacific.	30.63
Whitesborough and Gainesville, Tex.	7	Part of 31022	Denison City, Gainesville, Tex.	Mo. Pac. Rwy. ....	15.59
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock. ....	14.44
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island. ....	12.00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
13,548	7	6	July 1, 1880	122	2 0	
6,510	12	4	July 1, 1881	1,504	.....4.	Balance of route (139.36 miles) covered by Binghamton and New York R. P. O. (See Table A*.)
36,270	12	10	July 1, 1881	355	2 0	
42,849	6	20	Apr. 16, 1884	271	0 6	Connects at Monico, Wis., with Monico and Rhinelander, Wis., pouch-service, and at Summit Lake, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
30,196	6	20	Dec. 10, 1883	109	0 6	Supplied by Watertown, Dak., and by Tracy, Minn., and Pierre, Dak. R. P. O. Connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak., R. P. O.
15,662	12	4	July 1, 1881	196	2 0	
8,025	12	8	July 1, 1881	165	.....	Pouches exchanged with Waterbury, West Winsted, and Bridgeport R. P. O.
14,396	6	4	July 1, 1883	166	0 6	Connects at Waukon Junction, Iowa, with La Crosse, Wis., and Dubuque, Iowa, R. P. O.
18,953	24	8	July 1, 1881	1,003	2 0	Balance of route (52.17 miles) covered by Philadelphia and Fort Deposit R. P. O. (See Table A*.)
8,843	14	18	July 1, 1881	298	0 6	Connects at Guide with Denison and Houston R. P. O. and Terrell and Guide R. R.
3,944	6	4	Apr. 10, 1883	1,532	0 4	Balance of route covered by Kansas City and Memphis R. P. O. and Fort Scott and Joplin R. P. O. (See Table A*.) Connects at Joplin with Fort Scott and Joplin R. P. O., Kansas City, Pleasant Hill and Joplin R. P. O., and Girard and Galena R. P. O.; connects at Webb City with Kansas City, Pleasant Hill and Joplin R. P. O.
8,069	6	16	July 1, 1881	81	0 6	Connects at Wellington, Ill., with Chicago, Ill., and Terre Haute, Ind., R. P. O.
12,874	7	12	July 1, 1882	930	0 6	Balance of route covered by Kansas City and Harper R. P. O. (See Table A*.) Connects at Wellington with Kansas City and Harper R. P. O. and Newton and Caldwell R. P. O.
17,978	12	4	July 1, 1881	1,891	.....	Pouches exchanged with Boston and Wellfleet R. P. O.
17,164	12	4	July 1, 1881	796	2 0	Balance of route (38.69 miles) covered by Geneva and Wellsburgh R. P. O. (See Table A*.)
11,006	6	8	Jan. 1, 1883	275	2 0	
28,278	18	10	July 1, 1881	259	.....	Pouches exchanged with New Bedford, Boston and Wellfleet R. P. O.
10,197	6	8	Dec. 10, 1883	186	0 6	
8,942	14	6	July 1, 1880	121	2 0	
6,166	6	2	July 1, 1881	89	2 0	
19,174	6	16	July 1, 1883	231	0 6	Connects at White Heath, Ill., with Sidney and Havana, Ill., R. P. O.; at Monticello, Ill., with Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and at Decatur, Ill., with all lines centering at that city.
23,824	14	16	July 1, 1882	1,436	0 6	Balance of route covered by Denison and Taylor R. P. O. (See Table A*.) Connects at Whitesborough with Denison and Taylor R. P. O. and Texarkana and Whitesborough R. P. O.
18,078	12	4	July 1, 1881	209	.....	Pouches exchanged at White River Junction.
15,024	12	27	July 1, 1881	469	3 0	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and north west to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Whiting and Pemberton Junction, N. J.	2	Part of 7028	Sandy Hook, Pemberton Junction, N. J.	Phila. and Reading (N. J. So. Division.)	19.38
Wichita and Cheney, Kans	7	83042	Wichita, Cheney, Kans ...	Wichita and Western R. R.	26.70
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Cent. R. R. of N. J. ....	11.55
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central. ....	21.04
Wilmot and Millbank, Dak	6	55009	Millbank, Wilmot, Dak ...	Chicago, Milwaukee and St. Paul.	17.03
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winfield and Washington, Iowa.	6	27035	Burlington, Washington, Iowa.	Burlington and North Western.	18.64
Winneconne and Rush Lake, Wis.	6	25007	Rush Lake, Winneconne, Wis.	Chicago, Milwaukee and St. Paul.	14.42
Winifrede Junction and Winifrede, W. Va.	3	12008	Winifrede Junction, Winifrede, W. Va.	Winifrede. ....	4.54
Woburn and Winchester, Mass.	1	8018	Winchester, Woburn, Mass.	Boston and Lowell. ....	2.23
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Eastern. ....	12.11
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River. ....	20.48
Woodbury and Swedesborough, N. J.	2	7022	Woodbury, Swedesborough, N. J.	West Jersey. ....	11.28
Woodman and Lancaster Junction, Wis.	6	25025	Galena, Ill., Woodman, Wis.	Chicago and North Western.	18.53
Woodville and Bayou Sara, La.	4	80007	Woodville, Bayou Sara, La.	West Feliciana R. R. ....	28.83
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	8048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony. ....	3.36
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Penna. ....	8.84
Zumbrota and Rochester, Minn.	6	20017	Rochester, Zumbrota, Minn.	Winona and St. Peter. ....	28.12

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
24,263	*12	15	July 1, 1881	186	2 0	<sup>1</sup> Balance of route, 30.23 miles, covered by Red Bank and Bridgeton R. P. O. (see Table A <sup>4</sup> ), and no service 4.19 miles, Sandy Hook to Highlands, and 3.90 miles, Branchport Junction to Eaton-town, and 7.30 miles closed-pouch service Highlands to Branchport Junction.
16,607	6	28	Not weighed.		0 6	<sup>2</sup> 12 times a week from Pemberton Junction to Whiting.
7,220	6	3	July 1, 1881	43	2 0	Connects at Wichita with Saint Louis and Halstead R. P. O., Newton and Caldwell R. P. O., and Fort Scott and Wichita R. P. O.
24,342	12	10	July 1, 1881	186	2 0	
10,680	6	4	July 1, 1882	109	0 6	Connects at Millbank, Dak., with Minneapolis, Minn., and Aberdeen, Dak., R. P. O.
15,337	12	8	Apr. 16, 1883	387	0 6	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Davenport, Iowa, and Cameron, Mo., and Muscatine and Montesuma, Iowa, R. P. O's.
11,668	6	16	July 1, 1883	197	0 6	Connects at Winfield, Iowa, with Burlington and Brighton, Iowa, and Morning Sun and Oskaloosa, Iowa, R. P. O's. Connects at Washington, Iowa, with Davenport, Iowa, and Cameron, Mo., and Washington and Knoxville, Iowa, R. P. O's.
9,026	6	12	July 1, 1883	135	0 6	Connects at Rush Lake with Ripon and Berlin closed-pouch service.
5,684	12	1	Aug. 1, 1882	17	0 6	Connects with Clifton Forge and Huntington R. P. O.
4,187	18	12	July <sup>6</sup> 1, 1881	186	.....	Pouches exchanged with Boston, Winchester, and Saint Albans and Boston R. P. O.
7,580	6	4	July 1, 1881	113	.....	Pouches exchanged with Wolfborough, Bangor and Boston, and North Conway and Portsmouth R. P. O's.
32,051	15	5	July 1, 1881	133	2 0	
14,122	12	6	July 1, 1881	103	2 0	
23,190	12	12	July 1, 1883	556	0 6	Connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O., and at Lancaster Junction with Milwaukee and Lancaster, Wis., R. P. O.
17,671	6	4	July 25, 1882	50	2 0	
4,206	12	4	July 1, 1881	65	.....	Pouches exchanged with Boston and Walfleet R. P. O.
5,533	6	8	Sept. 3, 1883	31	2 0	
49,653	18	32	July 1, 1883	142	0 6	Connects at Rochester, Minn., with Winona and Tracy, Minn., R. P. O., and at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.



TABLE C<sup>o</sup>.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation during the fiscal year ended June 30, 1884.

## RECAPITULATION.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First .....	87	974. 19	1, 293, 602	629
Second .....	190	2, 084. 90	8, 142, 797	1, 635
Third .....	85	641. 54	494, 047	188
Fourth .....	64	1, 530. 37	1, 244, 133	394
Fifth .....	53	1, 151. 40	598, 330	154
Sixth .....	135	3, 345. 71	2, 893, 691	1, 962
Seventh .....	65	2, 824. 02	2, 171, 179	1, 166
Eighth .....	44	1, 561. 15	1, 200, 547	476
Ninth .....	25	906. 16	520, 610	238
Total .....	698	15, 019. 44	13, 558, 936	6, 942

# COMPARATIVE STATEMENT OF RAILWAY MAIL SERVICE. 467

TABLE D<sup>4</sup>.—Comparative statement of the railway mail service, 1830 to 1884.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830	23						
1831	95						
1832	229						
1833	380						
1834	633	78					
1835	1,098						
1836	1,273		*1,878,296				
1837	1,497	974	*1,793,024	\$*307,444	\$0 17.14		
1838	1,913		*2,413,090	*410,488	17.01		
1839	2,302		*3,396,055	*520,602	15.32		
1840	2,818		*3,889,033	*595,353	15.30		
1841	3,535		*3,946,450	*585,843	14.84		
1842	4,028	3,091	*4,424,262	432,568	9.77		\$22,987
1843	4,185		*5,692,402	*733,687	12.88		\$28,965
1844	4,377	3,714	*5,747,355	531,752	9.25		\$29,744
1845	4,633		*6,484,592	*843,430	13.06	43	\$37,513
1846	4,930	4,092	*7,781,828	*870,570	11.18		\$42,406
1847	5,598	4,402	4,170,403	597,475	14.32	1186	\$46,153
1848	5,996	4,735	4,327,400	584,192	13.49		\$45,063
1849	7,865	5,497	4,861,177	635,740	13.07		\$61,512
1850	9,021	6,886	6,524,593	818,227	12.54		\$107,042
1851	10,982	8,255	8,364,503	995,019	11.77	148	\$145,897
1852	12,908	10,146	11,082,768	1,275,520	11.60	185	\$196,936
1853	15,890	12,415	12,986,705	1,601,329	12.33	235	\$176,722
1854	16,720	14,440	15,433,389	1,758,610	11.39	257	\$197,090
1855	18,374	18,333	19,202,469	2,073,089	10.79	348	\$254,498
1856	22,016	20,323	21,809,296	2,310,389	10.59	394	\$287,187
1857	24,503	22,530	24,267,944	2,559,847	10.54	451	\$339,398
1858	26,968	24,431	25,763,452	2,828,801	10.97	491	\$392,739
1859	28,789	26,010	27,268,384	3,243,974	11.90	548	\$429,175
1860	30,635	27,129	27,653,749	3,349,662	12.11	582	\$405,819
1861	31,286	†22,018	†23,116,823	†2,543,709	11.00	†427	†314,179
1862	33,170	†21,338	†22,777,219	†2,498,115	10.96	†474	†295,823
1863	33,908	†22,152	†22,871,558	†2,538,517	11.09	†525	†324,524
1864	35,085	†22,616	†23,301,942	†2,567,044	11.01	†572	†352,701
1865	36,801	†23,401	†24,087,668	†2,707,421	11.23	†612	†342,071
1866	39,250	32,092	30,609,467	3,391,592	11.08	702	\$42,401
1867	42,229	34,015	32,437,900	3,812,600	11.75	827	\$79,680
1868	42,229	36,018	34,886,178	4,177,126	11.97	995	\$39,975
1869	46,644	39,537	41,399,284	4,723,680	11.41	1,129	\$73,560
1870	52,914	43,727	47,551,970	5,128,901	10.78	1,106	1,109,140
1871	60,283	49,834	55,557,048	5,734,979	10.30	1,382	1,441,020
1872	66,171	57,911	62,491,749	6,502,771	10.40	1,647	1,709,546
1873	70,278	63,457	65,621,445	7,257,196	11.05	1,895	1,958,876
1874	72,383	67,784	72,460,545	8,589,663	11.85	2,175	2,186,330
1875	74,096	70,083	76,154,910	9,216,518	12.26	2,242	2,410,490
1876	76,808	72,348	77,741,172	9,543,134	12.27	2,415	2,504,140
1877	79,089	74,546	85,358,710	8,053,936	10.60	2,500	2,484,846
1878	81,776	77,120	92,120,395	9,586,595	10.38	2,608	2,579,013
1879	86,497	79,991	93,092,092	9,792,589	10.51	2,609	3,624,890
1880	93,671	85,320	96,497,463	10,648,986	11.03	2,946	2,850,980
1881	104,813	91,569	103,521,229	11,963,117	11.55	3,177	3,108,801
1882	113,329	100,563	113,995,318	13,127,715	11.51	3,570	3,486,779
1883	120,552	110,208	129,188,641	13,887,800	10.77	3,855	3,688,032
1884	(†)	117,160	142,541,392	15,012,603	12.81	3,963	3,972,071

\* Including steamboat service; no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

§ This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service is taken from the reports of the Second Assistant Postmaster-General.

TABLE E\*.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other mail matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First .....	6,418,479	254,739,160	773,689	116,053,350	372,792,510	1,269,567	64,332
Second .....	3,673,395	345,935,800	1,306,973	196,045,950	542,881,750	2,388,624	109,557
Third .....	3,262,749	180,509,960	635,447	95,317,050	225,827,010	1,154,940	54,898
Fourth .....	4,655,631	186,221,240	841,907	126,296,050	312,507,290	1,711,384	52,508
Fifth .....	11,097,971	445,918,940	2,275,623	341,343,450	785,262,290	2,082,281	158,709
Sixth .....	14,021,814	560,872,680	2,303,127	345,469,050	904,241,610	2,498,557	89,621
Seventh .....	12,011,277	480,451,080	1,780,889	267,133,350	747,894,430	2,518,210	47,750
Eighth .....	2,102,496	84,099,920	316,356	47,453,400	131,553,320	730,725	12,695
Ninth .....	7,642,461	395,698,440	1,260,765	189,113,250	494,811,690	974,718	124,445
Total .....	69,896,175	2,795,447,000	11,494,766	1,724,214,900	4,519,661,900	16,323,906	711,529

Whole number of pieces of mail handled in 1884 ..... 4,519,661,900  
 Whole number of pieces of mail handled in 1883 ..... 3,981,516,280

Increase ..... 538,144,220

Percentage of increase, 1884 over 1883, 13.52.

Percentage of increase, 1883 over 1882, 15.96.

Packages, pouches, and cases of registered matter handled in 1884 ..... 17,085,426

Packages, pouches, and cases of registered matter handled in 1883 ..... 16,234,715

Increase ..... 850,711

Percentage of increase, 1884 over 1883, 4.93.

Percentage of increase, 1883 over 1882, 9.65.

TABLE F\*.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Incorrect alips returned.	Errors on incorrect alips.	Misent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post-offices.
First .....	11,461	18,621	832	619	150	52	38	50	26	39,751	(*)
Second .....	34,972	66,333	792	634	161	72	129	80	17	54,296	46,007
Third .....	29,166	58,282	423	109	84	40	44	15	50	107,355	(*)
Fourth .....	38,057	72,940	1,176	139	100	120	130	89	80	186,276	(*)
Fifth .....	105,156	223,837	1,503	157	117	7	237	67	101	378,831	220,604
Sixth .....	117,217	278,690	3,094	373	823	119	863	120	383	532,278	(*)
Seventh .....	84,180	189,264	2,090	742	666	295	185	17	34	433,155	(*)
Eighth .....	6,257	10,253	114	13	5	22	36	1	2	58,370	22,557
Ninth .....	90,021	249,003	1,338	1,235	213	63	199	44	86	120,384	53,354
Total .....	516,487	1,167,223	11,362	4,021	1,819	790	1,861	433	759	1,910,696	.....

\* Not reported.

#### RECAPITULATION.

Number of letters and pieces of other mail distributed in 1884 ..... 4,519,661,900  
 Number of errors made in the distribution of the same ..... 1,167,223  
 Number of letters and pieces of other mail matter distributed to each error, 1884 ..... 3,872  
 Number of letters and pieces of other mail matter distributed to each error, 1883 ..... 4,153  
 Percentage of correct distribution, 1884 ..... 99.97+  
 Percentage of correct distribution, 1883 ..... 99.97+

# ERRORS IN DISTRIBUTION BY POST-OFFICES.

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TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Mis-sent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Adrian, Mich	2	9	44	72						7				19
Akron, Ohio	2	5	671	1,028	12									
Albany, N. Y	1	2	966	1,629						14	4	2		
Albuquerque, N. Mex	2	7	2	1	3									
Albion, Mich	2	9	43	82		1								2
Alexandria, Va	2	3	94	151	1						1			
Allegheny, Pa	2	2	307	467	9					4	1			1
Allentown, Pa	2	2	40	90	3								40	
Alliance, Ohio	2	5	6	8				3						
Alpena, Mich	3	9	7	13	1								3	
Alton, Ill	2	6	73	168	2					2				
Altoona, Pa	2	2	22	23	1						1			
Amesbury, Mass	2	1	27	38										
Amherst, Mass	2	1	38	145									50	64
Amsterdam, N. Y	2	2	52	157						1				
Annapolis, Md	2	3	94	151	1					1				
Ann Arbor, Mich	2	9	125	224	3					1			49	3
Ansonia, Conn	2	1	4	7									31	10
Appleton, Wis	2	6	34	84	4					2	1			
Asbury Park, N. J	2	2	61	159									2	3
Ashabula, Ohio	2	5	46	80										
Atchison, Kans	2	7	170	293	6	1		29						
Athens, Ga	2	4	84	166	1									
Atlanta, Ga	1	4	3,162	6,128	55	1	2	29		18	8	23		
Atlantic, Iowa	2	6	10	21	1									
Atlantic City, N. J	2	2	10	21	1									
Auburn, Me	2	1	27	36	2									3
Auburn, N. Y	2	2	284	458	1								35	7
Augusta, Ga	2	4	307	611	21	1	1	1		2	2	2		
Augusta, Me	1	1	751	1,737	1		3			20	1	6	66	66
Aurora, Ill	2	6	56	109									228	12
Austin, Tex	1	7	551	1,150	4	8		1		1				
Baltimore, Md	1	3	5,335	15,043	34		5			5	4	4		
Bangor, Me	2	1	89	172										1
Batavia, N. Y	2	2	48	71										
Bath, Me	2	1	29	35									32	100
Bath, N. Y	2	2	30	63						1			7	3
Baton Rouge, La	2	4	25	78										
Battle Creek, Mich	2	9	54	151						1				1
Bay City, Mich	2	9	125	385		7								
Beatrice, Nebr	2	6	125	385										
Beaver Falls, Pa	2	2	30	63						1				
Bellaire, Ohio	2	5	17	27		1		1						
Bellefontaine, Ohio	2	5	26	35						1				
Bellefonte, Pa	2	2	10	20										
Belleville, Ill	2	6	76	98		2								
Beloit, Wis	2	6	23	24										
Bethlehem, Pa	2	2	26	44										2
Beverly, Mass	2	4	167	256						2			30	98
Biddeford, Me	2	1	20	32										3
Big Rapids, Mich	2	9	17	25										
Binghamton, N. Y	1	2	65	54						3				
Birmingham, Ala	2	4	214	501	9									
Birmingham, Conn	2	1	12	28	1						1			
Bismarck, Dak	2	6	22	50									264	24
Bloomington, Ill	2	6	814	1,847	29					5	1	3	348	
Boston, Mass	1	1	12,536	22,133	133	12	6	18		54	9	13	1,337	2,045
Boulder, Colo	2	7	32	51		3	1							
Bozeman, Mont	2	8	49	74										
Bradford, Pa	2	2	159	234						1	5		9	17
Brainerd, Minn	2	6	112	281	1									
Brattleborough, Vt	2	1	18	37										
Bridgeport, Conn	1	1	126	305	10	2					5			
Bridgeport, N. J	2	2	126	305										
Brookport, N. Y	2	2	48	141	2			1						
Brockton, Mass	2	1	74	99						3	2		100	138
Brooklyn, N. Y	1	2	678	1,008	9			1		3				
Bryan, Ohio	3	9	33	42	1									
Bucyrus, Ohio	2	5	36	60	1									
Buffalo, N. Y	1	2	1,502	4,684	23					5	3	7	86	

TABLE G<sup>t</sup>.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.		Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.
Burlington, Iowa	1	6	162	278	9	1	1			1			
Burlington, Vt.	2	1	27	61	1	1							
Butte City, Mont.	2	8	222	283	1								
Cairo, Ill.	2	6	21	28									
Camden, N. J.	2	2	19	133	2								18
Canandaigua, N. Y.	2	5	50	65									
Canton, Ohio	2	2	172	265	1					1			
Cadillac, Mich.	2	9	14	37						2			
Carlisle, Pa.	2	2	33	54									
Carson City, Nev.	2	8	30	42									
Carthage, Mo.	2	7	21	27									102
Catekill, N. Y.	2	2	6	19						2			3
Cedar Rapids, Iowa	1	6	388	983	50	1		2		5	1		180
Chambersburgh, Pa.	2	2	12	26									
Champaign, Ill.	2	6	5	8						1			
Charleston, S. C.	1	4	279	566	9								
Charlestown, W. Va.	3	3	10	13									
Charlotte, Mich.	3	9	15	24									
Charlotte, N. C.	2	3	54	79	1								
Charlottesville, Va.	3	3	103	199									
Chattanooga, Tenn.	2	5	351	782	94				3		6	2	
Cheboygan, Mich.	3	9	2	15									
Chester, Pa.	2	2	16	38									
Cheyenne City, Wyo.	2	6	67	130									
Chicago, Ill.	1	6	22,977	31,472						54			
Chillicothe, Ohio	2	5	50	77	14								
Chippewa Falls, Wis.	2	6	8	49									
Cincinnati, Ohio	1	5	5,882	9,133	91					96	3	14	
Clarksburg, W. Va.	3	3	142	185									
Cleveland, Ohio	1	5	4,624	7,706	64					45	7	12	
Clinton, Iowa	2	6	34	56									
Clinton, Mass.	2	1	2	3									3
Coboes, N. Y.	2	2	22	42									
Coldwater, Mich.	2	9	112	162	1								
Colorado Springs, Colo.	2	7	255	414	9	22		6		1	1	1	534
Columbia, S. C.	2	4	69	107		3				2			
Columbus, Ga.	2	4	242	372	4	2				26	2	6	
Columbus, Miss.	2	4	12	22	1								
Columbus, Ohio	1	5	2,149	3,512	38								
Concord, N. H.	2	1	43	123	1								
Corning, N. Y.	2	2	44	52									24
Corry, Pa.	2	2	10	11									
Cortland, N. Y.	2	2	53	81						1			
Council Bluffs, Iowa	2	6	802	3,455	30	2		21	1	4			
Covington, Ky.	2	5	135	200	8					2			
Crawfordsville, Ind.	2	5	154	241						2			
Creston, Iowa	2	6	27	76					3				
Cumberland, Md.	2	3	12	21									
Dallas, Tex.	1	7	974	1,967	26	8	1	3					
Danbury, Conn.	2	1	5	6									
Danville, Ill.	2	6	149	243	3					3	1		3
Danville, Va.	2	3	56	75									
Davenport, Iowa	1	6	372	625	5								
Dayton, Ohio	1	5	553	903	3	1				11	1	4	
Decatur, Ill.	2	6	168	255	5			2			1	3	
Defiance, Ohio	2	5	56	115	1					2			
Delaware, Ohio	2	5	77	112						1			
Denison City, Tex.	2	7	86	180	9					1			
Denver, Colo.	1	7	1,490	2,260	53	24	7	50	4	4	3	2	
Des Moines, Iowa	1	6	1,168	2,633	41	2	1	1	15	8	4		624
Detroit, Mich.	1	8	3,437	4,908	87	2	1	6	35	5	6		1,057
Dixon, Ill.	2	6	15	42	2								
Dover, N. H.	2	1	15	17						1	1		
Dubuque, Iowa	1	6	199	318						3		1	
Duluth, Minn.	2	6	219	422									
Dunkirk, N. Y.	2	2	17	30									
East Liverpool	2	5	13	20							4		
East Saginaw, Mich.	2	9	116	327	14				1				505
Easton, Pa.	2	2	84	107	4								
Eau Claire, Mich.	2	6	43	57					1	2			
Elgin, Ill.	1	6	383	675					4	1	7		

TABLE G<sup>s</sup>.—*Errors in the distribution and forwarding of mails by post-offices, &c.*—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on incor- rect alips.	Missent.				Misdirected.		Errors checked—			
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Elizabeth, N. J.	2	2	96	153	8				3				2	
Elkhart, Ind.	2	5	18	24	2									
Elmira, N. Y.	1	2	127	303						2	1		1	
El Paso, Tex.	2	7	82	205	2	1			1					
Elyria, Ohio	2	5	89	132	2				3					
Emporia, Kans.	2	7	28	44										
Englewood, Ill.	2	6	3	3									120	
Erie, Pa.	1	2	222	335	2		7		1		1		55	2
Eufaula, Ala.	2	4	10	12	1									
Evanston, Ill.	2	6	4	6										
Evansville, Ind.	2	5	208	269	12	1	7							
Fairmount, W. Va.	3	3	29	5		1				1	3		53	56
Fall River, Mass.	2	1	107	185	6	1								
Fargo, Dak.	2	6	192	467										
Faribault, Minn.	2	6	14	32										
Fergus Falls, Minn.	2	6	9	12										
Fitchburgh, Mass.	2	1	13	23									7	32
Flint, Mich.	2	9	36	66						2			106	
Fond du Lac, Wis.	2	6	86	122	1	1								
Fort Dodge, Wis.	2	6	3	4		3								
Fort Plain, N. Y.	2	2	29	129										
Fort Scott, Kans.	2	7	55	57						2				
Fort Smith, Ark.	2	7	70	114										
Fort Wayne, Ind.	2	5	71	156	3									
Fort Worth, Tex.	2	7	457	1,063	10	1	3				1			
Fortress Monroe, Va.	3	3	31	52										
Franklin, Pa.	2	2	7	37										
Frankfort, Ky.	2	5	331	582	1			1		2	1	1		
Frederick, Md.	2	3	36	119	2									
Fredericksburgh, Va.	3	3	64	99	1									
Fredonia, N. Y.	2	2	80	287						2			14	
Freeport, Ill.	2	6	37	61										
Fremont, Nebr.	2	6	12	16										
Fremont, Ohio	2	5	62	76										
Gainesville, Tex.	2	7	35	91		1	1							
Galeana, Ill.	2	6	25	35										
Galesburgh, Ill.	2	6	317	1,020	14									
Gallipolis, Ohio	2	5	7	8										
Galveston, Tex.	1	7	333	552	1	1								
Geneva, N. Y.	2	2	106	170	1								19	8
Glens Falls, N. Y.	2	2	20	43	2									
Gloucester, Mass.	2	1	64	105	3								79	226
Gloversville, N. Y.	2	2	15	31										
Goldsbrough, N. C.	3	3	41	95		1								
Goshen, Ind.	2	5	16	16							1			
Grafton, W. Va.	3	3	30	40										
Grand Forks, Dak.	2	6	121	197										
Grand Haven, Mich.	3	9	27	59										
Grand Rapids, Mich.	3	9	323	634	5	4				3		3	8	3
Green Bay, Wis.	2	6	24	30						2				
Greenfield, Mass.	2	1	18	65									7	36
Greensborough, N. C.	3	3	58	74	1									
Greenville, Mich.	3	9	14	25										
Greenville, S. C.	2	4	13	41	5									
Grinnell, Iowa	2	6	40	123	7	1				1				
Gunnison, Colo.	2	7	10	10			3							
Hagerstown, Md.	2	3	24	38										
Hamilton, Ohio	2	5	169	263	2					1		1		
Hampton, Va.	3	3	84	127										
Hannibal, Mo.	2	7	215	338	10	2	1	2						
Harrisburg, Pa.	1	2	192	296	2					2	2			
Harrisonburgh, Va.	3	3	26	45										
Hartford, Conn.	1	1	489	709	3	1	1						10	28
Hastings, Nebr.	2	6	7	7										
Haverhill, Mass.	2	1	67	115									83	27
Hazleton, Pa.	2	2												
Helena, Mont.	2	8	124	197										
Hilldale, Mich.	2	9	42	62									6	1
Hoboken, N. J.	2	2	10	6	2					4			2	6
Holyoke, Mass.	2	1	18	189						1			7	2
Hornellsville, N. Y.	2	2	13	23	1					2				



**TABLE Gs.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.**

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on in- correct alips.	Misent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Mansfield, Ohio	2	5	175	516	1	2			1	1				
Marietta, Ohio	2	5	90	185	2	1								
Marlborough, Mass	2	1	80	305	1								56	26
Marquette, Mich	2	6	1	1										
Marshall, Mich	2	9	296	605	5	2				57				
Marshall, Tex.	2	7	34	58	1	1	1							
Marshalltown, Iowa	2	6	207	330	10	1	1			4	4			
Marysville, Cal	2	8	27	44	1									
Massillon, Ohio	2	5	1	4										
Mattoon, Ill.	2	6	74	187	3			1	2					
Maysville, Ky	2	5	94	159					1					
McKeesport, Pa	2	2	11	71										
Meadville, Pa.	2	2	9	38										
Memphis, Tenn	1	5	936	1,559	16	2			1	2				
Meriden, Conn	2	1	80	305	1				1					
Meridian, Miss	2	4	8	12										
Michigan City, Ind.	2	5	8	12										
Middletown, Conn	2	1	2	2			1							
Middletown, N. Y	2	2	16	38							2			
Milwaukee, Wis	1	6	1,289	2,041	10				14	2	210			
Minneapolis, Minn	1	6	628	1,511	11	3			1	5	4			
Mobile, Ala.	1	4	354	653					2					
Moline, Ill.	2	6	87	160							1			
Monmouth, Ill.	2	6	10	16							1			
Mourne, Mich	2	9	43	99				1					484	65
Montgomery, Ala.	2	4	166	226					1					
Montpelier, Vt.	2	1	22	84									1	1
Morristown, N. J	2	2	47	49										23
Morristown, N. Y	2	2	41	103										
Mount Pleasant, Iowa	2	6	20	41					2					
Mount Vernon, Ohio	2	5	67	147					3					
Muscataine, Iowa	2	6	145	319	3						1			
Muskegon, Mich	2	9	43	99					2		1		99	15
Napa City, Cal	2	8	28	32	5									
Nashville, Tenn	1	5	5,910	9,314	49	3			30	4	4			
Nashua, N. H.	2	1	23	52	3	1								
Natchez, Miss	2	4	6	12										
Nebraska City, Nebr	2	6	28	89	1									
New Albany, Ind.	2	5	140	249					1					
Newark, N. J	1	2	1,010	1,689	39			6	4	10	3	2	36	25
Newark, N. Y	2	2	41	70										
Newark, Ohio	2	5	160	246						1				
New Bedford, Mass.	2	1	372	1,107						10			140	370
New Berne, N. C	2	3	3	52										
New Britain, Conn	2	1	62	102		4					4		7	66
New Brunswick, N. J	2	2	27	38						2			2	3
Newburgh, N. Y	2	2	8	13						1			5	15
Newburyport, Mass	2	1	23	44					3				8	10
New Castle, Pa.	2	2	57	471	1									
New Haven, Conn	1	1	259	534	3									
New London, Conn	2	1	13	20	2					2				
New Orleans, La	1	4	2,162	3,766	34	1				12	1	4		
Newport, Ky	2	5	28	385	5					57				
Newport, R. I.	2	1	195	410	6					13	3	1		38
Newton, Mass	2	1	23	57									23	31
New York, N. Y	1	2	44,192	134,187	191	2	7	1		276	2	134	1,023	1
Niles, Mich	2	9	5	12										
Norfolk, Va	1	3	214	448	1	2								
Norristown, Pa	2	2	2	4										
North Adams, Mass	2	1	33	86		1							8	35
Northampton, Mass	2	1	45	71										
Norwalk, Conn	2	1	6	13									30	18
Norwalk, Ohio	2	5	68	81						1				
Norwich, Conn	2	1	19	42									1	2
Norwich, N. Y	2	2	20	25						2				
Oakland, Cal	2	8	239	468						3	1	3	70	
Oberlin, Ohio	2	5	14	27						2				
Ogden City, Utah	2	8	45	89	3									
Ogdensburg, N. Y	2	2	8	9										
Oil City, Pa.	2	2	40	70	7					1				
Olean, N. Y	2	2	65	101	1								4	3





TABLE G<sub>4</sub>.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.				Misdirected.		Errors checked—			
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Saint Johnsbury, Vt.	2	1	25	1						1				
Saint Joseph, Mo.	1	7	950	2,467	61	5	7	7		8				
Saint Louis, Mo.	1	7	6,870	10,769	27	2	1							
Saint Paul, Minn.	1	6	2,242	4,325	56	1				57		8		
Salem, Mass.	2	1	314	405	1			1		2			158	563
Salem, Ohio.	2	5	24	35						2				
Salem, Oreg.	2	8	89	147	1									
Salina, Kans.	2	7	10	35										
Salisbury, N. O.	3	3	342	102										
Salt Lake City, Utah.	1	8	275	379	6	1				3	2		15	
San Antonio, Tex.	2	7	255	363	5				2	1				
Sandusky, Ohio.	2	5	101	119	2					2				
Saratoga Springs, N. Y.	2	2	106	140										
San Francisco, Cal.	1	8	2,698	3,730	122		2	5		39	2	16	185	110
San José, Cal.	2	8	16	20										
Santa Fé, N. Mex.	2	7	62	211	6		1	7						
Schenectady, N. Y.	2	2	135	177										
Seranton, Pa.	2	2	49	110	11									
Seattle, Wash.	2	8	8	22										
Seafalia, Mo.	2	7	124	174	3	1								
Selma, Ala.	2	4	46	76										
Seneca Falls, N. Y.	2	2	30	39	1									
Sharon, Pa.	2	2	8	9	2									
Shoboygan, Wis.	2	6	12	21										
Sherman, Tex.	2	7	140	336										
Shreveport, La.	2	4	144	324										
Sing Sing, N. Y.	2	2	9	11										
Sioux City, Iowa.	2	6	138	344	9	6	1			1	1		48	
Sioux Falls, Dak.	2	6	16	24										
South Bend, Ind.	2	5	79	123	2	1				3	1			
South Norwalk, Conn.	2	1	1	5										
South Pueblo, Colo.	2	7	327	536	5	4		4		1				
Springfield, Ill.	2	6	695	1,405	25	3		1						
Springfield, Mass.	1	1	64	219	5			2		1	1	6	203	455
Springfield, Mo.	2	7	169	327	2	4	1	3	1					
Springfield, Ohio.	1	5	165	399	1		2			1				
Stamford, Conn.	2	1	6	22	1									
Statesville, N. C.	3	3	8	13										
Staunton, Va.	2	3	536	1,064	5	1	1							
Steubenville, Ohio.	2	5	0	0										
Sterling, Ill.	2	6	5	8	1								168	
Stillwater, Minn.	2	6	184	365				1		1				
Stockton, Cal.	2	8	51	86	2									
Streator, Ill.	2	6	109	185	2					1				12
Suffolk, Va.	3	3	22	34										
Syracuse, N. Y.	1	2	526	963	3									
Taunton, Mass.	2	1	64	78									2	1
Terre Haute, Ind.	2	5	40	61	2			1		1				
Tiffin, Ohio.	2	5	32	46						1				
Titusville, Pa.	2	2	87	131				1						
Toledo, Ohio.	1	5	515	1,185	14					1	3			
Tombstone, Ariz.	2	8	8	20									24	
Topeka, Kans.	1	7	721	1,640	8	5	8	5		26			8	162
Towanda, Pa.	2	2	10	14						1				11
Traverse City, Mich.	3	9	13	24										
Trenton, N. J.	1	2	257	489						2				
Troy, N. Y.	1	2	689	1,068	12					7	2		93	16
Troy, Ohio.	2	5	68	136						4				
Tucson, Ariz.	2	8	12	44										
University of Virginia.	3	3	14	21										
Urbana, Ohio.	2	5	25	65										
Utica, N. Y.	1	2	120	182							4		15	71
Valparaiso, Ind.	2	5	86	163						1				
Vicksburg, Miss.	2	4	45	66	3					2				
Vincennes, Ind.	2	5	112	160	3			2						
Virginia City, Nev.	2	8	41	58										
Waco, Tex.	2	7	32	112										
Walla Walla, Wash.	2	8	57	70										
Warren, Ohio.	2	5	32	50						1				
Warren, Pa.	2	2	16	182										
Washington C. H., Ohio.	2	5	2	5						1				

TABLE G5.—Errors in the distribution and forwarding of mails by post-offices, &amp;c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on incor- rect alips.	Mis-sent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Washington, D. C.	1	3	5,919	9,777	46	4	22			66	2	2	227	
Washington, N. J.	1	2	199	572						13				40
Washington, Pa.	2	2	1	1										
Waterbury, Conn.	2	1	11	38						1	1			
Waterloo, Iowa	2	6	66	98		1						1		
Watertown, N. Y.	2	2	85	165	5					1	1			
Watertown, Wis.	2	6												
Waterville, Me.	2	1	7	7								1		
Waukeaha, Wis.	2	6	28	61	1								4	2
Wausau, Wis.	2	6	0	0										128
Waverly, N. Y.	2	2	2	3										
Waynesborough, Va.	4	3	45	103										
Wellsborough, W. Va.	3	3	115	485										
West Bay City, Mich.	3	9	2	12									8	
West Chester, Pa.	2	2	2	4										
Westfield, Mass.	2	1	43	45	1					2		1	132	27
West Gardiner, Me.	2	1	0	0										
West Grove, Pa.	2	2	0	0										
Westerly, R. I.	2	1	0	0										
Weston, W. Va.	3	3	8	11	1									
Wheeling, W. Va.	1	3	237	518	12	1				2		2		
White Sulph. Spgs., W. Va.	4	3	5	5										
Wilkes Barre, Pa.	2	2	8	16										
Williamsport, Pa.	2	2	40	48	2					2				
Willimantic, Conn.	2	1			1									
Wilmington, Del.	1	2	224	336	10							1	3	1
Wilmington, N. C.	2	3	70	135										
Winchester, Kans.	2	7	30	64		4								
Winchester, Va.	2	3	18	34	1									
Winona, Minn.	2	6	53	81								1	1	1
Winfield, Kans.	2	7	17	31										
Woodbury, N. J.	2	2	3	2									6	13
Woonsocket, R. I.	2	1	10	11										
Wooster, Ohio	2	5	21	38										
Worcester, Mass.	1	1	458	1						2		1	112	115
Wyandotte, Kans.	2	7	194	840	6									
Xenia, Ohio.	2	5	13	16	1									
Yonkers, N. Y.	2	2	28	60										
York, Pa.	2	2	86	202						1				
Youngstown, Ohio	2	5	98	143	8					6				
Ypsilanti, Mich.	2	9	2	45										
Zanesville, Ohio.	2	5	568	1,108	7					2				
All other offices	1		5,610	10,135	71	20	27			22	63	4	1,923	3,188
Do.	2		4,322	10,037	90	8	1			17	72	17	496	540
Do.	3		492	1,097										
Do.	4		1,633	3,225	5	1	1		1	10	10	2		
Do.	5		2,758	5,352	45	5	8			20	21			
Do.	6		7,162	15,365	372	52	131		2	155	63	12	11,340	1,332
Do.	7		3,409	7,139	166	103	12		151	118	12	2		
Do.	8		3,351	6,036	81	10	50			7	21	1	125	55
Do.	9		1,538	2,793	6	18			1	6	2	4	3,384	161

TABLE G<sup>a</sup>.—Table of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

## RECAPITULATION.

Division.	Incorrect alips.	Errors on incorrect alips.	Misent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post off. coa.
First .....	25,064	45,570	332	44	12	66	172	99	42	5,441	10,652
Second .....	73,060	303,908	734	14	10	44	530	68	223	2,517	11,611
Third .....	15,598	33,294	127	11	30	(*)	79	11	10	22,740	(*)
Fourth .....	10,483	19,469	225	11	7	31	56	17	39	(*)	(*)
Fifth .....	33,313	56,646	752	88	19	44	593	68	97	(*)	(*)
Sixth .....	46,932	82,715	835	95	7	44	455	121	77	16,620	2,600
Seventh .....	84,180	189,264	2,090	742	666	295	185	17	34	1,117	(*)
Eighth .....	8,822	13,622	242	13	4	59	58	30	20	541	165
Ninth .....	7,290	12,941	136	39	3	7	67	12	14	7,561	415
Total .....	309,772	757,184	5,473	1,007	758	590	2,195	438	556	.....	.....

\* Not reported.

TABLE H<sup>a</sup>.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1884.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First .....	238	140,429	138,488	1,935	6	98.61	100.00	87.00
Second .....	802	1,559,617	811,485	130,097	618,085	52.03	100.00	2.81
Third .....	212	189,504	165,299	13,226	10,979	87.22	100.00	4.37
Fourth .....	565	326,252	307,577	14,945	3,730	94.27	100.00	24.01
Fifth .....	911	922,503	837,026	55,392	30,085	90.73	100.00	36.71
Sixth .....	564	693,239	651,785	23,811	13,143	94.02	100.00	22.50
Seventh .....	890	563,008	516,293	31,962	14,848	91.70	100.00	11.78
Eighth .....	468	169,412	165,827	3,124	461	97.70	100.00	80.49
Ninth .....	313	464,533	333,510	92,830	28,198	71.79	100.00	1.58
Total .....	4,903	5,028,492	3,927,290	366,722	784,480	78.10	100.00	2.31

TABLE I'.—Statement of case examinations of railway post-office clerks during probation for the fiscal year ended June 30, 1884.

Division.	Probationary appointments.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointment.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appointment.
First.	38	81	51,118	48,457	2,624	37	94.79	29	95.20	9	33.68	98.61	100.00	83.66	90.00
Second.	241	604	850,239	332,369	43,184	474,695	39.09	95	40.07	69	23.63	35.06	100.00	0.87	90.00
Third.	50	110	90,875	67,701	12,687	10,487	74.40	16	83.81	13	54.00	53.07	99.34	7.93	90.00
Fourth.	100	179	100,690	86,873	4,805	9,002	86.26	29	92.13	18	18.00	71.50	99.94	33.97	90.00
Fifth.	231	971	1,072,270	846,199	131,809	94,263	78.92	169	88.19	116	50.21	56.79	100.00	7.08	90.00
Sixth.	238	459	1,402,409	347,408	27,052	27,949	86.92	143	84.32	64	30.91	71.04	100.00	8.00	90.00
Seventh.	177	426	287,108	220,905	29,299	37,002	76.90	89	88.44	51	52.77	51.09	100.00	9.07	90.00
Eighth.	33	192	80,992	74,012	4,477	1,603	92.49	28	94.65	12	33.36	81.40	99.58	33.49	90.00
Ninth.	210	441	536,416	314,563	173,208	48,645	58.64	65	64.46	67	30.47	43.33	99.74	31.00	90.00
Total.	1,318	3,463	3,472,105	2,339,278	429,145	703,662	87.87	663	.....	419	31.78	.....	100.00	0.87	.....

\* Not reported.

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run.

## FIRST DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Alton Bay and Dover.....	28.42	113.68	1	113.68	12	
Athol and Springfield.....	48.34	96.68	1	96.68	6	
Angusta and Portland.....	63.39	206.00	1	110.92	6	This clerk runs in connection with Skowhegan-Portland clerks.
Bangor and Boston .....	245.90	983.60	8	122.95	13	Four short stops, between Boston and Portland; average daily miles 103.80.
Bangor and Boston (short run)...	57.78	115.56	2	77.04	6	
Bangor and Bucksport.....	19.24	76.96	1	76.96	12	
Bath and Lewiston.....	28.47	113.88	1	113.88	12	
Belfast and Burnham.....	33.95	135.80	1	135.80	12	
Blanchard and Old Town .....	64.03	128.06	1	128.06	6	
Boston and Albany.....	203.25	813.00	8	101.62	12	
Boston and Albany (short run)...	99.44	198.88	2	99.44	6	Two short stops; daily average, 99.44.
Boston, Clinton and Fitchburgh.	59.48	118.96	1	118.96	6	
Boston and Greenville.....	60.33	120.66	1	120.66	6	
Boston and Hopewell Junction ..	215.23	430.46	4	107.61	6	Three helpers on this line and Boston and Hopewell Junction, short run; daily average, 100.02 miles
Boston and Hopewell Junction (short run).	118.30	236.60	2	118.30	6	
Boston, Nashua and Keene.....	96.22	192.44	2	96.22	6	
Boston and New York (short run).	135.73	271.46	4	105.48	6	Four short stops; daily average, 116.83 miles
Boston and Providence.....	45.06	180.24	2	90.12	12	
Boston, Providence and New York	233.07	466.14	4	116.53	7	
Boston, Springfield and New York	235.17	1,411.02	12	117.58	20	
Boston and Troy.....	191.04	764.16	8	95.52	12	One short stop; daily average, 95.76 miles.
Boston and Wellfleet .....	106.56	426.24	4	106.56	12	One short stop; daily average, 92.06 miles.
Brattleborough and Palmer.....	56.33	112.66	1	112.66	6	
Cambridge Junction and Burlington.	34.47	68.94	1	68.94	6	
Canton and Mechanic's Falls .....	27.79	55.58	1	55.58	6	
Concord and Claremont.....	55.05	110.10	1	110.10	6	
Danbury and South Norwalk.....	23.61	94.44	1	94.44	12	
Essex Junction and Boston.....	241.86	483.72	4	120.93	6	
Farmington and Lewiston.....	47.12	167.38	2	83.69	6	These clerks run from Lewiston to Portland, and return with Skowhegan and Portland clerks.
Hartford and State Line.....	67.98	271.72	2	135.86	12	
Hartford and Saybrook.....	43.68	173.22	2	87.36	12	One of these clerks signs at the depot at Saybrook; daily average, 85.86 miles.
Keene and Springfield.....	74.51	149.02	1	149.02	6	
Lancaster and Boston.....	208.63	417.26	4	104.31	6	
Litchfield and Bethel.....	39.03	78.06	1	78.06	6	
Lowell and Ayer.....	16.98	67.92	1	67.92	12	
Lowell and Taunton.....	62.01	248.04	2	124.02	12	
Manchester and Peterborough ..	63.37	126.74	1	126.74	6	
Nashua and Worcester.....	46.76	93.52	1	93.52	6	
Newburyport and Boston.....	40.63	162.52	2	81.26	12	
New Haven and New York.....	77.05	154.10	1	154.10	6	
New London and New Haven.....	51.81	207.24	2	103.62	12	
Newport and Springfield.....	229.60	459.20	4	114.80	6	
North Adams and Pittsfield.....	21.43	85.72	1	85.72	12	
North Anson and Lewiston.....	67.85	135.70	1	135.70	6	
North Conway and Portsmouth..	82.09	164.18	2	82.09	6	
Palmer and New London.....	65.30	130.60	1	130.60	6	
Peterborough and Worcester.....	53.80	107.60	1	107.60	6	
Pittsfield and Bridgeport.....	110.49	441.96	4	110.49	12	
Pittsfield and Lawrence.....	56.55	113.10	1	113.10	6	
Plymouth and Concord.....	51.40	102.80	1	102.80	6	

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIRST DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Portland and Boston.....	118.70	408.80	4	118.70	12	{ One short stop; daily average, 84.50 miles. One short stop; daily average, 85.50 miles.
Portland and Fryeburgh.....	50.87	100.74	1	100.74	6	
Portland and Gorham.....	92.16	184.32	1	184.32	6	
Portland and Island Pond.....	149.78	299.56	3	99.84	6	
Portland and Rochester.....	52.74	105.48	1	105.48	3	{ One short stop; daily average, 84.50 miles. One short stop; daily average, 85.50 miles.
Portland and Swanton.....	232.90	465.80	4	116.45	6	
Portland and Worcester.....	147.34	294.68	3	98.22	6	These clerks perform the service of the Augusta and Portland R. P. O.
Portsmouth and Concord.....	59.25	118.50	1	118.50	6	
Portsmouth and Manchester.....	41.52	83.04	1	83.04	6	
Providence and New London.....	65.24	260.96	2	130.48	12	
Providence and Pascoag.....	23.75	95.00	1	95.00	12	
Providence and Willimantic.....	59.04	118.08	1	118.08	6	
Richford and Concord.....	190.17	380.34	4	95.08	6	
Richford and Saint Albans.....	28.91	57.82	1	57.82	6	
Rockland and Brunswick.....	58.78	235.12	2	117.56	12	
Rutland and Hoosac Junction.....	59.64	119.28	1	119.28	6	
Skowhegan and Portland.....	103.00	206.00	2	110.92	6	
South Londonderry and Brattleborough.....	36.47	72.94	1	72.94	6	
Springfield and Hartford.....	82.29	129.16	1	129.16	12	
Saint Albans and Boston.....	265.40	1,061.60	8	132.70	12	
Saint Albans and Hoosac Junction.....	159.36	318.72	3	106.24	6	
Vanceborough and Bangor.....	114.44	457.76	4	114.44	12	One clerk as helper; daily average, 124.39 miles.
Wells River and Montpelier.....	38.64	77.28	1	77.28	6	
West Winsted and Bridgeport.....	62.22	248.88	2	124.44	12	
White River Junc. and Springfield.....	124.39	248.78	2	124.39	6	
Williamsburgh and New Haven.....	85.50	342.36	3	114.12	12	
Willimantic and New Haven.....	54.69	109.38	1	109.38	6	
Winchendon and Palmer.....	49.94	99.88	1	99.88	6	
Winchendon and Worcester.....	38.05	76.10	1	76.10	6	
Worcester and Norwich.....	59.72	119.44	1	119.44	6	
Worcester and Providence.....	44.14	176.56	2	88.28	12	
Total.....	7,102.16	19,713.88	182	108.31	.....	

## SECOND DIVISION.

Addison and Gaines.....	41.48	82.96	1	82.96	6	} Sundays not included.
Albany and Binghamton.....	143.21	286.42	3	95.47	6	
Albany and New York.....	145.35	581.40	4	145.35	12	
Albany and Rochester.....	262.00	504.00	4	126.00	6	
Albany, Kingston, and New York.....	146.27	292.54	2	146.27	6	
Allentown and Harrisburgh.....	91.66	183.32	2	91.66	6	
Allentown and Pawling.....	43.82	87.64	1	87.64	6	
Attica and Cuba.....	59.37	118.74	1	118.74	6	
Auburn and Freeville.....	40.31	80.62	1	80.62	6	
Babylon and New York.....	37.40	75.80	1	75.80	6	
Batavia and Buffalo.....	47.39	94.78	1	94.78	6	
Belvidere and Philadelphia.....	102.54	205.08	1	205.08	6	
Bennington and Chatham.....	57.79	115.58	1	115.58	6	
Berlin and Salisbury.....	23.86	47.72	1	47.72	6	
Bethlehem and Philadelphia.....	57.60	230.40	2	115.20	12	
Binghamton and New York.....	209.20	418.40	3	139.46	1	
Boston Corners and Poughkeepsie.....	38.06	76.12	1	76.12	6	
Branch Junction and Pittsburgh.....	70.86	141.72	1	141.72	6	
Branchville and Waterloo.....	12.68	69.40	1	69.40	9.45	{ Including short run, Newton to Waterloo (12.68 miles) and return = 69.40 miles total daily run.
	22.02					

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Brewster and New York .....	62.19	124.38	1	124.38	6	
Buffalo and Emporium .....	121.55	243.10	2	121.55	6	
Buffalo and Jamestown .....	68.79	137.58	1	106.80	6	Alternates with Dunkirk and Titusville R. P. O.
Buffalo and Pittsburgh .....	273.10	546.20	4	136.55	6	
Buffalo and Freeport .....	49.56	99.12	1	99.12	6	
Butler and Freeport .....	21.46	85.84	1	85.84	12	
Canandaigua and Batavia .....	50.17	100.34	1	100.34	6	
Canandaigua and Elmira .....	69.17	138.34	1	99.53	6	Alternates with Elmira and Williamsport R. P. O.
Canastota and Elmira .....	118.76	237.52	2	118.76	6	
Carbondale and Scranton .....	17.46	104.76	1	104.76	6	
Cayuga and Ithaca .....	39.11	78.22	1	78.22	6	
Chambersburgh and Richmond Furnace .....	31.35	62.70	1	62.70	6	
Chatham and New York .....	190.44	521.76	5	104.35	12	
Clayton and Chestertown .....	32.71	65.42	1	65.42	6	
Clayton and Easton .....	44.52	89.04	1	89.04	6	
Columbia and Ferryville .....	43.58	87.76	1	87.76	6	
Corning and Williamsport .....	113.89	227.78	1	140.93	6	Alternates with Geneva and Wellsborough R. P. O.
Curwinstown and Tyrone .....	47.45	94.90	1	94.90	6	
Danville and Buffalo .....	93.96	191.96	1	127.40	6	Alternates with Rochester and Corning R. P. O.
Driftwood and Red Bank Furnace .....	109.98	219.96	2	109.98	6	
Dunkirk and Titusville .....	91.41	182.82	2	106.80	6	Alternate with Buffalo and Jamestown R. P. O.
Easton and Hazleton .....	45.53	367.78	4	91.94	6	Short run, Easton to Mauch Chunk.
Elmira and Bloesburgh .....	52.41	104.82	1	104.82	6	
Elmira and Wilkes Barre .....	124.13	248.26	1	248.26	6	Short run, New York and Elmira R. P. O.
Elmira and Williamsport .....	79.13	158.26	2	99.53	6	Alternate with Canandaigua and Elmira R. P. O.
Erie and Pittsburgh .....	148.00	296.00	3	98.66	6	
Fair Haven and Sayre .....	87.34	409.68	3	136.56	6	Short run, Auburn to Sayre.
Geneva and Wellsborough .....	117.50	195.02	2	140.93	6	Alternate with Corning and Williamsport R. P. O.
Georgetown and Franklin City .....	56.26	112.52	1	112.52	6	
Glyndon and Gettysburgh .....	51.42	205.68	2	102.84	12	
Greenport and New York .....	98.60	197.20	2	98.60	6	
Greenville and Butler .....	58.27	116.54	1	116.54	6	
Greenwood Lake and New York .....	50.06	100.12	1	100.12	6	
Greyhound and Belvidere .....	63.36	126.72	1	126.72	6	
Harrington and Lewes .....	40.79	81.58	1	81.58	6	
Harrisburgh and Baltimore .....	86.22	172.44	2	86.22	6	
Harrisburgh and Martinsburgh .....	94.79	379.16	3	126.39	12	
Hazleton and Sunbury .....	52.67	105.34	1	105.34	6	
Hightstown and Philadelphia .....	52.17	104.34	1	104.34	6	
Hornellville and Buffalo .....	91.69	183.38	2	91.69	6	
Huntingdon and Cumberland .....	90.69	181.38	2	90.69	6	
Indiana and Branch Junction .....	19.20	76.80	1	76.80	12	
Irvine and Oil City .....	50.31	100.62	1	100.62	6	
Ithaca and Owego .....	35.00	70.00	1	70.00	6	
Johnstown and Rockwood .....	45.71	91.42	1	91.42	6	
Kane and Callery .....	126.85	253.70	2	126.85	6	
Kingston and Goshen .....	44.23	88.46	1	88.46	6	
Lancaster and Frederick .....	81.67	163.34	2	81.67	6	
Larabee and Clermont .....	22.33	78.66	1	78.66	6	Runs to Olean (17 miles) and return.
Lock Haven and Harrisburgh .....	118.63	237.26	2	118.63	6	
Lock Haven and Tyrone .....	55.06	110.12	1	110.12	6	
Lyons and Sayre .....	92.22	184.44	2	92.22	6	



TABLE K<sup>t</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Meadville and Oil City.....	36.67	73.34	1	73.34	6	
Middletown and New York.....	89.78	179.56	2	119.23	6	Alternates with Port Jervis and N. Y. R. P. O.
Millerton and Dutchess Junction.	57.97	115.94	1	115.94	6	
Monmouth Junction and Manassquan.	33.18	66.36	1	66.36	6	Distance given to Sea Girt.
Montandon and Spring Mills.....	45.39	90.78	1	90.78	6	
Montrose and Tunkhannock.....	29.16	58.32	1	58.32	6	
New Castle and Pittsburgh.....	61.20	122.40	1	122.40	6	
New York and Dunkirk.....	461.88	1,588.02	10	158.80	11.32	Double daily service between New York and Hornellsville, 332.63 miles.
New York and Elmira.....	303.58	607.16	4	151.79	6	
New York and Philadelphia.....	91.82	367.28	3	122.42	12	Part of New York and Pittsburgh R. P. O.
New York and Pittsburgh.....	443.20	*2,659.20	18	*147.73	20.50	Altoona and Harrisburg and Altoona and Pittsburgh not included.
New York and Point Pleasant...	60.84	363.84	3	121.28	18	
New York and Washington.....	227.90	*1,367.40	12	*113.95	20	
New York, Dover and Easton.....	86.80	172.60	2	86.30	6	
New York and Hackettstown.....	62.79	125.58	1	125.58	6	
New York, Somerville and Easton.	75.09	300.36	3	100.12	12	
Nineveh and Carbondale.....	57.88	114.76	1	114.76	6	
North Creek and Saratoga.....	58.25	116.50	1	116.50	6	
Northville and Fonda.....	26.79	107.16	1	107.16	12	
Norwood and Rome.....	146.92	293.84	2	146.92	6	
Nyack and New York.....	30.35	121.40	1	121.40	12	
Ogdensburg and Utica.....	{ 91.93 134.78 }	453.42	3	151.14	10.10	{ Including Watertown and Utica, short run, 91.93 miles=453.42 miles total run.
Oneida and New York.....	275.40	550.80	4	137.70	6	
Oswego and Binghamton.....	115.30	461.20	3	153.73	12	
Oswego and Oneida.....	58.33	116.66	1	116.66	6	
Penn Haven and Mount Carmel...	47.25	94.50	1	94.50	6	
Philadelphia and Atlantic City...	60.76	243.04	2	121.52	12	
Philadelphia and Baltimore.....	98.04	196.08	2	98.04	6	
Philadelphia and Bridgeton.....	39.60	158.40	2	79.20	12	
Philadelphia and Cape May.....	83.60	334.40	2	167.20	12	
Philadelphia and Crisfield.....	162.75	325.50	3	108.50	6	
Philadelphia and Dover.....	75.22	150.44	1	150.44	6	
Philadelphia and Harrisburg.....	106.55	426.20	4	106.55	12	Part of New York and Pittsburgh R. P. O.
Philadelphia and Port Deposit...	68.80	275.20	2	137.60	12	
Philadelphia and West Chester...	28.50	114.00	1	114.00	12	
Pittsburgh and Fairchance.....	75.84	151.68	1	151.68	6	
Pittsburgh and Washington.....	81.62	126.48	1	126.48	12	
Pittsburgh and West Brownsville.	54.34	108.68	1	108.68	6	
Pittsburgh and Wheeling.....	70.66	141.32	1	141.32	6	
Port Jefferson and Long Island City.	58.00	188.00	1	188.00	9.72	Double daily service between Port Jefferson and Westbury, 36 miles=144; single daily service, Westbury to Long Island City, 44; total, 188.
Port Jervis and New York.....	89.07	178.14	1	119.23	6	Part of New York and Dunkirk R. P. O.; alternates with Middletown and New York R. P. O.
Pottsville and Philadelphia.....	94.18	564.78	4	141.19	18	
Pottsville, Tamaqua, and Herndon.	78.74	272.76	2	136.38	10.39	Double daily service between Pottsville and Shamokin, 57.64 miles.
Reading and Columbia.....	45.78	91.56	1	91.56	6	
Reading and Wilmington.....	74.07	148.14	1	148.14	6	

\* Sundays not included.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average roundly by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Red Bank and Bridgeton .....	95.20	190.40	1	190.40	6	
Richland and Niagara Falls .....	{ 151.20 181.65 }	665.70	4	166.42	11	{ Including Oswego and Suspension Bridge, short run, 151.20 miles and return = 665.70 total run.
Richland and Syracuse .....	42.33	84.66	1	84.66	6	
Rochester and Corning .....	95.13	190.26	2	127.40	6	Alternates with Dans- ville and Buffalo R. P. O.
Rochester and Niagara Falls .....	74.89	149.78	2	74.89	6	
Rochester and Olean .....	106.53	213.06	2	106.53	6	
Rochester and Puxsawtawney ..	228.32	456.64	4	114.16	6	
Rockaway and High Bridge .....	30.57	61.14	1	61.14	6	
Rondout and Stamford .....	74.32	148.64	2	*93.00	6	
Rouse's Point and Albany .....	1216.53	433.04	4	108.26	6	
Rutland and Troy .....	94.26	188.52	2	94.26	6	
Sag Harbor and New York .....	100.75	201.50	2	100.75	6	
Salut Albans and Ogdensburgh ..	143.05	286.10	2	143.05	6	
Scranton and Northumberland ..	80.48	160.96	2	80.48	6	
Seaford and Cambridge .....	83.64	67.28	1	67.28	6	
Sheffield and Erie .....	79.59	159.18	1	159.18	6	Williamsport and Erie R. P. O.; short run.
Slatington and Reading .....	43.63	87.26	1	87.26	6	
Sodus Point and Stanley .....	33.74	67.48	1	67.48	6	
South Amboy and Philadelphia ..	62.92	251.68	2	125.84	6	
State Line and Rhinecliff .....	41.16	82.32	1	82.32	6	
Stoneborough and New Castle .....	36.49	72.98	1	72.98	6	
Stony Point and New York .....	42.88	85.76	1	85.76	6	
Sunbury and Lewistown .....	51.08	102.16	1	102.16	6	
Suspension Bridge and Buffalo ..	24.35	97.40	1	97.40	12	In charge of registered pouches.
Syracuse and Earlville .....	43.66	87.32	1	87.32	6	
Syracuse and Rochester .....	104.71	209.42	2	104.71	6	
Towanda and Bernice .....	29.21	58.42	1	58.42	6	
Tower City and Lebanon .....	42.26	84.52	1	84.52	6	
Townsend and Centreville .....	35.21	70.42	1	70.42	6	
Two Bridges and Stroudsburg .....	47.90	95.80	1	95.80	6	
Utica and Binghamton .....	95.70	191.40	2	105.75	6	Alternates with Utica and Randallsville R. P. O.
Utica and Randallsville .....	31.47	125.88	1	105.76	12	Alternates with Utica and Binghamton R. P. O.
Wellsville and Bradford .....	58.65	113.30	1	113.30	6	
Whiting and Tuckerton .....	29.59	118.36	1	118.36	12	
Williamsport and Baltimore .....	179.83	359.66	3	119.89	6	
Williamsport and Erie .....	249.68	499.36	4	124.84	6	See Sheffield and Erie, short run.
Williamsport and Reading .....	141.37	282.74	2	141.37	6	
Wilmington and Landenburgh .....	20.38	40.76	1	40.76	6	
York and Peach Bottom .....	40.83	81.66	1	81.66	6	
Total .....	13,591.49	34,558.44	299	115.59		

## THIRD DIVISION.

Alexandria and Round Hill .....	50.61	101.22	1	101.22	6
Alexandria and Strasburgh .....	88.49	176.98	2	88.49	6
Annapolis and Annapolis Junction.	21.09	42.18	1	42.18	6
Baltimore and Bristol .....	477.57	955.14	8	119.39	7
Baltimore and Grafton .....	293.75	1,762.50	12	146.88	21
Baltimore and Lexington .....	244.53	489.06	4	122.46	6
Baltimore and Washington .....	43.37	86.74	1	86.74	6
Baltimore and Williamsport .....	94.12	188.24	2	94.12	6

\* 3 months in the year clerks perform double daily service.

<sup>1</sup> This line is in two (2) divisions—Rouse's Point and Whitehall, 114.54 miles, and Albany and Rutland, 101.98.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## THIRD DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Bowie and Pope's Creek .....	49.14	98.28	1	98.28	6	
Bristol and Chattanooga .....	242.21	988.84	8	121.10	14	
Charlotte and Shelby .....	55.42	110.84	1	110.84	6	
Clarksburch and Weston .....	26.05	52.10	1	52.10	6	
Clifton Forge and Huntington .....	227.39	454.78	4	113.69	7	
Cranberry and Johnson City .....	34.11	68.22	1	68.22	6	
Cumberland and Piedmont .....	33.73	134.92	1	134.92	12	
Cumberland and Pittsburgh .....	150.78	301.46	3	100.49	6	
Delta and Baltimore .....	47.50	95.00	1	95.00	6	
Elba and Rocky Mount .....	37.26	74.52	1	74.52	6	
Fredericksburgh and Orange C. H. ....	38.70	77.40	1	77.40	6	
Goldsbrough and Greensbor- ough .....	180.01	200.02	2	130.01	7	
Goldsbrough and Morehead City .....	96.19	182.38	2	96.19	6	
Grafton and Parkersburgh .....	104.54	209.08	2	104.54	6	
Grafton and Wheeling .....	99.44	198.88	2	99.44	7	
Greensborough and Winston .....	29.10	116.40	1	116.40	13	
Hagerstown and Weyerton .....	24.52	98.08	1	98.08	12	
Lovely Mount and Pocahontas .....	171.94	343.88	2	171.94	7	Clerks run to Lynch- burgh, Va.
Lynchburgh and Bristol .....	204.48	408.96	4	102.24	7	
Norfolk and Edenton .....	75.25	150.50	2	75.25	6	
Norfolk and Lynchburgh .....	205.21	410.42	4	102.60	7	
Norfolk and Raleigh .....	179.00	358.00	3	179.00	6	
Norfolk, Newport News, and Richmond .....	91.32	182.64	1	182.64	6	
Ore Hill and Fayetteville .....	46.96	93.92	1	93.92	6	
Point Pleasant and Charleston .....	57.96	115.92	1	115.92	6	
Raleigh and Hamlet .....	97.57	195.14	2	97.57	6	
Richmond, Lynchburgh, and Clifton Forge .....	230.54	461.08	4	115.27	6	
Richmond and Clifton Forge .....	193.47	842.46	8	105.60	12	
Richmond and Danville .....	141.08	282.16	2	141.08	7	
Richmond and Wilmington .....	246.17	984.68	8	123.08	14	
Rogersville and Bull's Gap .....	16.27	32.54	1	32.54	6	
Salisbury and Warm Springs .....	182.02	364.04	3	121.31	6	
Statesville and Charlotte .....	45.14	90.28	1	90.28	6	
Warm Springs and Knoxville .....	91.39	182.78	2	91.39	7	
Washington and Charlotte .....	382.04	1,528.16	12	127.34	14	
Washington and Richmond .....	116.93	701.58	10	116.93	18	
Wilmington and Charlotte .....	188.40	376.80	3	125.60	6	
West Point and Richmond .....	39.07	78.14	1	78.14	6	
Total .....	5,741.78	15,519.34	139	111.65		

## FOURTH DIVISION.

Albany and Thomasville .....	58.92	117.84	1	117.84	6
Athens and Union Point .....	40.48	80.96	1	80.96	6
Atlanta and Birmingham .....	167.88	334.76	2	167.88	7
Atlanta and Macon .....	103.81	207.72	2	103.81	6
Atlanta and Montgomery .....	175.68	702.72	5	140.54	14
Atlanta and Savannah .....	294.08	588.16	4	147.04	7
Augusta and Atlanta .....	171.59	686.36	6	114.39	14
Augusta and Millen .....	53.51	107.02	1	107.02	6
Augusta and Port Royal .....	112.52	225.04	2	112.52	7
Brunswick and Albany .....	171.73	242.46	2	171.73	7
Cairo and New Orleans .....	552.52	1,105.04	9	122.78	7
Cairo and West Point .....	260.68	521.36	4	130.34	6
Camak and Macon .....	78.59	157.18	1	157.18	7
Charleston and Augusta .....	139.22	278.44	2	139.22	6
Charleston and Jacksonville .....	288.88	1,155.52	8	144.44	14
Charlotte and Atlanta .....	268.22	1,072.88	8	134.11	14
Charlotte and Augusta .....	192.00	384.00	3	128.00	7
Chattanooga and Atlanta .....	138.55	831.30	6	138.55	21
Chattanooga and Meridian .....	295.71	591.42	5	118.28	7
Cleveland and Selma .....	264.95	529.90	4	132.47	7
Columbia and Charleston .....	132.77	265.54	2	132.77	7
Columbia and Walhalla .....	161.68	323.36	3	107.78	6
Columbus and Troy .....	85.70	171.40	2	85.70	7

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FOURTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Du Pont and Newnansville .....	104.10	208.20	1	145.24	7	32.22 miles of route covered by closed pouches.
Eatonton and Gordon .....	38.73	77.46	1	77.46	6	
Ellijay and Marietta .....	57.75	115.50	1	115.50	6	
Fernandina and Cedar Keys .....	155.23	310.44	3	103.48	6	
Flomaton and Pensacola .....	44.84	89.68	1	89.68	7	
Florence and Augusta .....	164.37	328.74	2	164.37	7	
Good Water and Opelika .....	60.15	120.30	1	120.30	6	
Greenville and Belton .....	26.27	52.54	1	52.54	6	
Greenwood and Augusta .....	68.52	137.04	1	137.04	6	
Griffin and Carrollton .....	60.37	120.74	1	120.74	6	
Hendersonville and Columbia .....	145.36	289.72	3	96.57	6	
Hood and Columbus .....	34.12	68.24	1	68.24	6	
Jackson and Natches .....	99.55	199.10	2	99.55	7	
Jacksonville and Pensacola .....	366.02	732.04	6	123.00	7	
Lanes and Sumter .....	40.53	81.06	1	81.06	6	
Macon and Brunswick .....	190.00	380.20	3	127.06	7	
Macon and Montgomery .....	224.51	449.02	4	112.25	7	
Macon and Opelika .....	129.67	259.34	2	129.67	7	
Memphis and Grenada .....	101.00	203.20	2	101.60	7	
Meridian and Vicksburg .....	140.70	281.40	3	93.80	7	
Montgomery and New Orleans .....	321.85	1,287.40	9	143.04	14	
Montgomery and Selma .....	51.21	102.42	1	102.42	7	
New Orleans and Alexandria .....	230.24	460.48	4	115.12	7	
New Orleans and Houston .....	362.74	725.48	5	145.09	7	
New Orleans and Marshall .....	368.37	736.74	5	147.75	7	
Newton and Lancaster .....	108.80	217.60	2	108.80	6	
Rome and Macon .....	162.12	324.24	2	162.12	6	
Sanford and Tampa .....	115.25	230.50	2	115.25	6	
Selma and Acron Junction .....	71.86	143.72	1	143.72	6	
Selma and Meridian .....	114.28	228.56	2	114.28	7	
Selma and Pine Apple .....	47.79	95.58	1	95.58	6	
Smithville and Blakely .....	73.54	147.08	1	147.08	6	
Tallulah and Athens .....	72.76	145.52	2	72.76	6	
Toccoa and Elberton .....	51.45	102.90	1	102.90	6	
Vicksburg and Laneville .....	147.01	294.02	2	147.01	7	
Wadesborough and Florence .....	66.82	132.64	1	132.64	6	
Waldo and Wildwood .....	76.08	152.16	1	152.16	6	
Way Cross and Chattoahoochee .....	164.21	328.42	3	109.47	7	
West Point and Mobile .....	232.99	465.98	4	116.49	7	
Wilmington and Charleston .....	213.53	354.12	7	122.01	14	
Total .....	9,516.55	22,567.38	179	126.07	.....	

## FIFTH DIVISION.

Ashland and Richardson .....	50.36	100.72	1	100.72	6
Ashtabula and New Castle .....	81.13	162.26	2	81.13	6
Bayard and New Philadelphia .....	32.39	64.78	1	64.78	6
Bellaire and Zanesville .....	112.57	225.14	2	112.57	6
Bowling Green and Memphis .....	264.14	528.28	4	132.07	7
Benton Harbor and Anderson .....	164.97	329.94	2	164.97	6
Cambridge City and Madison .....	108.91	217.82	2	108.91	6
Canton and Sherrodsdale .....	48.77	97.54	1	97.54	6
Chattanooga and Memphis .....	310.79	621.58	5	124.31	7
Chicago and Cincinnati .....	307.24	1,228.96	8	153.62	13
Chicago and Louisville .....	323.72	647.44	4	161.86	6
Chicago, Richmond and Cincinnati .....	295.94	591.88	4	147.97	6
Cincinnati and Chattanooga .....	837.50	675.00	4	168.75	7
Cincinnati and Georgetown .....	40.48	80.96	1	80.96	6
Cincinnati, Hamilton and Indianapolis .....	125.57	251.14	2	125.57	6
Cincinnati and Louisville .....	110.52	221.04	2	110.52	6
Cincinnati and New Richmond .....	27.40	55.60	1	55.60	6
Cincinnati and Richmond .....	119.85	239.78	2	119.85	6
Cincinnati and Nashville .....	300.14	1,200.56	8	150.07	14
Cincinnati, North Vernon and Louisville .....	129.63	259.26	2	129.63	6

TABLE K<sup>2</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Cincinnati and Saint Louis.....	341.99	1,367.96	8	170.99	14	
Cleveland, Hudson and Columbus	171.33	342.66	3	114.22	6	
Cleveland and Cincinnati.....	245.44	981.76	8	122.72	14	
Cleveland and Indianapolis.....	283.00	566.00	4	141.50	7	
Cleveland and Sharpsville.....	84.50	169.00	2	84.50	6	
Cleveland, Youngstown and Pittsburgh.	135.54	271.08	3	90.36	7	
Cleveland and Pittsburgh.....	149.30	895.80	9	99.53	18	
Cleveland and Wheeling.....	168.67	337.34	4	84.33	6	
Cleveland and New Lisbon.....	91.24	182.48	2	91.24	6	
Cleveland and Coahocton.....	115.56	231.12	2	115.56	6	
Cleveland and Zoar Station.....	76.12	152.24	2	76.12	6	
Columbia and Fayetteville.....	48.55	97.10	1	48.55	6	
Columbia and Lawrenceburg.....	38.30	76.60	1	38.30	6	
Columbus and Cincinnati.....	121.61	243.22	2	121.61	6	
Columbus and Athens.....	77.47	309.88	3	103.29	12	
Columbus and Ashland.....	133.07	532.28	4	133.07	12	
Columbus, Springfield and Indianapolis.	185.66	371.32	4	92.83	6	
Columbus and Middleport.....	89.51	179.02	1	179.02	6	At present there is but one clerk on this line, who runs between Columbus and Athens, a distance of 89.51 miles, making a daily average of 179.02 miles.
Crestline and Chicago.....	280.62	561.24	4	140.31	6	
Dayton and Ironton.....	168.76	337.52	3	112.50	6	
Decherd and Fayetteville.....	40.37	80.74	1	40.37	6	
Delaware and Columbus.....	25.70	51.40	1	25.70	6	
Delphos and Saint Louis.....	378.11	756.22	6	126.08	6	In 3 sections, Delphos to Frankfort, Frankfort to Charleston, Charleston to Saint Louis.
Dresden and Cincinnati.....	185.22	370.44	3	123.48	6	Double daily service between Dresden and Washington C. H., Ohio.
	148.73	297.46	2	148.73	6	
Doyle's Station and Tullahoma..	56.82	113.64	1	56.82	6	
Evansville and Nashville.....	157.81	315.62	3	105.21	6	
Evansville, Fort Branch and Mount Vernon.	58.68	117.36	1	58.68	6	
Fairland and Martinsville.....	38.06	76.12	1	38.06	6	
Fort Wayne and Cincinnati.....	178.46	356.92	3	118.97	6	
Grafton and Cincinnati.....	299.74	1,198.96	8	149.87	14	
Grafton and Chicago, east division.	200.25	400.50	4	100.12	6	Grafton to Newark.
Grafton and Chicago, west division.	359.75	719.50	4	179.87	6	Newark to Chicago.
Grand Rapids and Cincinnati...	309.67	619.34	4	154.83	6	
Greenup and Willard.....	35.49	70.98	1	35.49	6	
Hamden and Portsmouth.....	56.36	112.72	1	56.36	6	
Huntington and Lexington.....	140.94	281.88	2	140.94	6	
Indianapolis and Louisville.....	111.21	444.84	4	111.21	14	
Indianapolis and Madison.....	86.51	173.02	1	86.51	6	
Indianapolis and Peoria.....	212.41	424.82	4	106.20	6	
Indianapolis and Saint Louis.....	266.00	532.00	4	133.00	6	
Indianapolis and Terre Haute.....	73.16	146.32	1	73.16	6	
Indianapolis, Vandalia and Saint Louis.	241.08	482.16	4	120.54	6	
Indianapolis and Vincennes.....	116.70	233.40	2	116.70	6	
Jasper and Evansville.....	55.63	111.26	1	55.63	6	
Kent and Cincinnati.....	257.62	515.24	4	128.81	6	
Knoxville and Marysville.....	18.45	36.90	1	18.45	6	Discontinued January 1, 1884.
Lebanon and Nashville.....	31.98	63.96	1	31.98	6	
Logan and Nelsonville.....	33.25	66.50	1	33.25	6	
Logan and Pomeroy.....	84.25	337.00	3	112.33	12	
Logansport and Columbus.....	137.44	394.88	8	137.44	6	
Louisville and Knoxville.....	267.61	535.22	4	133.80	7	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Lexington and Louisville .....	94.49	188.98	2	94.49	6	
Louisville and Mount Vernon .....	190.37	380.74	2	128.91	6	
Louisville and Nashville .....	187.60	375.20	3	125.06	6	
Louisville and Paducah .....	227.91	455.82	4	113.95	7	
Louisville and Bloomfield .....	58.16	116.32	1	116.32	6	
Marion and Chicago .....	269.64	539.28	4	134.82	6	
Mayeville, Paris and Cincinnati .....	129.06	258.12	2	129.06	6	
Michigan City and Indianapolis .....	161.17	322.34	3	107.44	6	
Michigan City, Monon and Indianapolis .....	154.17	308.34	3	102.78	6	
Muncie and Bloomington .....	201.75	403.50	4	100.87	6	
Marmont and Terre Haute .....	150.34	300.68	2	150.34	6	
Nashville and Montgomery .....	306.21	612.42	4	153.10	7	
Nashville and Hickman .....	170.56	341.12	3	113.71	7	
Nashville and Chattanooga .....	151.62	303.24	3	101.08	6	
New Castle and North Vernon .....	70.06	140.12	1	140.12	6	
Newark and Shawnee .....	43.30	86.60	1	86.60	6	
Owensborough and Russellville .....	73.12	146.24	2	73.12	7	
Paducah and Memphis .....	167.61	335.22	3	111.74	7	
Palanx Station and Alliance .....	25.17	50.34	1	50.34	6	
Pittsburgh and Saint Louis, east division .....	381.00	1,524.00	10	152.40	14	Pittsburgh to Indianapolis.
Pittsburgh and Saint Louis, west division .....	243.49	973.96	8	121.74	14	Indianapolis to Saint Louis.
Pittsburgh and Cincinnati .....	313.78	1,255.12	8	156.89	14	Pittsburgh to Crestline.
Pittsburgh and Chicago, east division .....	188.92	377.84	4	94.46	7	Crestline to Chicago.
Pittsburgh and Chicago, west division .....	280.62	561.24	4	140.31	7	
Pittsburgh and Crestline .....	188.92	377.84	4	94.46	6	
Pittsburgh and Bellaire .....	94.68	189.36	2	94.68	6	
Parkersburg and Cincinnati .....	196.05	392.10	4	98.02	6	
Painesville and Youngstown .....	62.11	124.22	1	124.22	6	
Portsmouth and Cincinnati .....	107.19	214.38	2	107.19	6	
Richmond and Stanford .....	35.16	70.32	1	70.32	6	
Sandusky, Newark and Wheeling .....	225.87	451.74	4	112.93	7	
Salamanca and Kent .....	191.80	383.60	4	95.90	7	
Sandusky and Cincinnati .....	211.18	422.36	4	105.59	6	
Sandusky and Muncie .....	178.57	357.14	3	119.04	6	
Springfield and Wellston .....	118.89	237.78	2	118.89	6	
Swift City and Bedford .....	41.29	82.58	1	82.58	6	
Terre Haute and Evansville .....	110.45	220.90	2	110.45	6	
Terre Haute and Worthington .....	40.63	81.26	1	81.26	6	
Toledo and Bush .....	177.49	354.98	3	118.32	6	
Toledo and Cincinnati .....	202.54	810.16	8	101.27	13	
Toledo and Columbus .....	125.38	250.76	2	125.38	6	
Toledo and Mansfield .....	87.98	175.96	2	87.98	6	
Toledo, Delphos and Cincinnati .....	229.72	459.44	4	114.86	6	
Toledo and La Fayette .....	203.84	407.68	4	101.92	6	
Toledo and Saint Louis .....	436.98	873.96	6	145.66	7	
Toledo and Marietta .....	262.34	524.68	4	131.17	6	
Tracy City and Cowan .....	22.31	44.62	1	44.62	6	
Union City and Dayton .....	47.46	94.96	1	94.96	6	
Washington and Evansville .....	58.64	117.28	1	117.28	6	
Xenia and Richmond .....	58.17	116.34	1	116.34	6	
Total .....	18,773.56	45,092.70	367	121.77		

## SIXTH DIVISION.

Abbotsford and Eau Claire .....	65.21	130.42	1	130.42	6	
Aberdeen and Mitchell .....	129.47	258.94	2	129.47	6	
Albert Lea and Burlington .....	253.14	506.28	4	126.57	6	
Ashland and Menasha .....	251.55	503.10	3	167.70	6	
Austin and Mason City .....	40.74	81.48	1	81.48	6	
Beardstown and Shawneetown .....	228.35	456.90	4	114.18	6	In two divisions.
Bellevue and Cascade .....	36.32	72.64	1	72.64	6	
Bement and Effingham .....	62.26	124.52	1	124.52	6	
Bethany Junction and Grant City .....	44.28	88.56	1	88.56	6	
Billings and Helena .....	240.25	480.50	4	120.13	7	
Bismarck and Glendive .....	220.96	441.92	4	110.48	7	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Bloomington and Rood House .....	110.75	221.50	2	110.75	6	
Bluff and Hannibal .....	50.01	100.02	1	100.02	6	
Boone and Des Moines .....	48.80	96.60	1	96.60	6	
Buda and Yates City .....	48.85	96.70	1	96.70	6	
Bureau and Peoria .....	47.08	94.06	1	94.06	6	
Burlington and Brighton .....	56.69	113.38	1	113.38	6	
Burlington and Connell Bluffs .....	291.00	1,164.00	8	145.50	14	Double daily service.
Burlington and La Crosse .....	181.84	363.68	3	120.89	6	
Burlington and Quincy .....	72.00	144.00	1	144.00	6	
Burlington and Saint Louis .....	214.19	428.38	4	107.10	6	
Cable and Hudson .....	123.02	246.04	2	123.02	6	
Calmar and Chamberlain .....	309.02	798.04	7	114.01	6	In two divisions.
Calmar and Davenport .....	165.70	331.40	3	110.47	6	
Carroll and Mapleton .....	64.52	129.04	1	129.04	6	
Cedar Rapids and Council Bluffs .....	270.77	1,183.08	8	135.38	12	Double service.
Cedar Rapids and Worthington .....	253.42	506.84	3	168.95	6	
Central City and Nebraska City .....	151.20	302.40	2	151.42	6	
Centerville and Hameston .....	112.79	225.58	2	112.79	6	
Chariton and Albany .....	41.84	83.68	1	83.68	6	
Chicago, Decatur and Saint Louis .....	97.00	194.00	1	194.00	6	
Chicago, Foreston and Dubuque .....	283.89	573.60	4	143.40	6	
Chicago, Freeport and Dubuque .....	200.04	400.08	4	100.02	6	
Chicago, McGregor, and Saint Paul .....	189.72	379.44	4	94.86	6	
Chicago, Savanna and Cedar Rapids .....	238.10	476.20	4	119.05	6	Chicago and McGregor.
Chicago and Burlington .....	212.53	425.06	4	106.27	6	McGregor and St. Paul.
Chicago and Cedar Rapids .....	233.44	466.88	4	116.72	6	
Chicago and Burlington .....	207.50	830.00	8	103.75	14	Double daily service.
Chicago and Cedar Rapids .....	220.40	881.60	8	110.20	12	Double service.
Chicago and Centralia .....	252.96	1,011.84	8	126.48	13	Do.
Chicago and Minneapolis .....	423.15	1,712.60	12	141.05	14	Double daily service.
Chicago and Pekin .....	153.00	306.00	2	102.00	6	
Chicago and Portage .....	176.90	353.80	3	117.93	5	
Chicago and Quincy .....	263.50	527.00	4	131.75	7	Chicago and Quincy.
Chicago and Saint Louis .....	100.00	200.00	2	100.00	7	Galesburgh and Quincy.
Chicago and Streator .....	284.70	1,138.80	8	142.35	13	Double service.
Chicago and Terre Haute .....	97.70	195.40	2	97.70	6	
Chicago and West Liberty .....	180.02	360.04	3	120.01	6	
Chicago and Winona .....	221.52	886.08	8	110.76	12	Do.
Clarinda and Corning .....	297.70	1,190.80	8	148.85	13	Do.
Clinton and Anamosa .....	46.86	92.72	1	92.72	6	
Columbia and Huron .....	71.80	143.60	1	143.60	6	
Columbus and Albion .....	97.81	194.62	2	97.81	6	
Columbus and Atchison .....	43.45	86.90	1	86.90	6	
Crete and Red Cloud .....	220.50	441.00	4	110.25	6	
Crookston and Devil's Lake .....	150.11	300.22	2	150.11	6	
Danville and Cairo .....	114.35	228.70	2	114.35	6	
Davenport and Cameron .....	259.10	518.20	4	129.55	6	
Davenport and Knoxville .....	108.82	217.64	1	217.64	6	
Des Moines, Percy and Albia .....	283.45	566.90	4	141.73	6	
Des Moines and Albia .....	143.00	286.00	2	143.00	6	
Des Moines and Decatur .....	67.97	135.94	1	135.94	6	
Des Moines and Keokuk .....	68.48	136.92	2	68.48	6	
Des Moines and Winterset .....	85.50	171.00	1	171.00	6	
Dubuque and Mendota .....	163.08	326.16	2	163.08	6	
Dubuque and Sioux City .....	42.90	85.80	1	85.80	6	
Duluth and Saint Paul .....	132.29	264.58	2	132.29	6	
Dwight and Washington .....	827.64	1,310.56	10	131.05	12	Do.
Eau Claire and Wabasha .....	154.80	309.60	3	103.20	6	
Emerson and Norfolk .....	70.13	140.26	1	140.26	6	
Evansville and Saint Louis .....	49.40	98.80	1	98.80	6	
Fargo, Breckenridge and Saint Paul .....	46.96	93.92	1	93.92	6	
Fargo and La Moure .....	164.70	329.40	3	109.87	6	
Farley and Cedar Rapids .....	268.48	536.96	4	134.24	6	
Fonda and Des Moines .....	88.15	176.30	1	176.30	6	
Fond du Lac and Milwaukee .....	57.81	115.62	1	115.62	6	
Foreston and Aurora .....	115.17	230.34	2	115.17	6	
Fort Howard and Chicago .....	64.18	128.36	1	128.36	6	
Fort Howard and Winona .....	81.58	163.16	2	81.58	6	
	243.33	486.66	4	121.67	6	
	215.40	430.80	3	146.93	6	

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Fort Madison and Birmingham ..	41.81	83.62	1	83.62	6	
Galesburgh and Havana .....	62.08	124.06	1	124.06	6	
Galva and Burlington .....	85.15	170.30	1	170.30	6	
Gilman and Springfield .....	112.77	225.54	2	112.77	6	
Glendive and Billings .....	225.28	450.56	4	112.69	7	
Granger and Weiser .....	518.48	1,036.96	6	172.83	7	
Green Bay and Milwaukee .....	114.50	229.00	2	114.50	6	
Hastings and Cologne .....	55.88	111.76	1	111.76	6	
Hastings and Kearney .....	89.29	78.58	1	78.58	6	
Havana and Springfield .....	48.12	96.24	1	96.24	6	
Horicon and Portage .....	48.87	96.74	1	96.74	6	
Hudson and Des Moines .....	96.97	193.94	1	193.94	6	
Humeaton and Shenandoah .....	113.91	227.82	2	113.91	6	
Indianapolis and Decatur .....	152.50	305.00	2	152.50	6	
Indianola and Chariton .....	83.74	67.48	1	67.48	6	
Ishpeming and Fort Howard .....	179.50	359.00	8	119.67	7	
Jacksonville and Centralia .....	112.60	225.20	2	112.60	6	
Jewell and Des Moines .....	60.02	120.04	1	120.04	6	
Jewell and Lake City .....	58.74	117.48	1	117.48	6	
Kankakee and Kankakee Junction.	71.52	143.04	1	143.04	6	
Kankakee and Seneca .....	43.30	86.60	1	86.60	6	
Kempston and Bloomington .....	57.77	115.54	1	115.54	6	
Konosh and Rockford .....	73.42	146.84	1	146.84	6	
Keokuk and Centreville .....	90.50	181.00	2	90.50	6	
Keokuk and Clayton .....	43.09	86.18	1	86.18	6	
La Crosse and Dubuque .....	122.47	244.94	2	122.47	6	
La Crosse and Mankato .....	158.80	317.60	2	158.80	6	
La Crosse and Woonsocket .....	400.45	800.90	6	133.48	6	
La Fayette and Quincy .....	271.00	542.00	4	135.50	6	
Lake Crystal and Eagle Grove ..	110.48	220.96	2	110.48	6	
Lake Geneva and Elgin .....	44.15	88.30	1	88.30	6	
Lake Station and Joliet .....	45.68	91.36	1	91.36	6	
Little Falls and Morris .....	58.33	116.66	2	58.33	6	
Logansport and Keokuk .....	253.02	506.04	4	141.51	6	
McCook and Denver .....	255.53	511.06	3	170.35	7	
McLeansboro and Shawneetown ..	41.00	82.00	1	82.00	6	
Maquoketa and Davenport .....	43.85	87.70	1	87.70	6	
Marion and Council Bluffs .....	261.90	523.80	4	130.95	6	
Marion and Running Water .....	62.72	125.44	1	125.44	6	
Marquette and L'Anse .....	63.81	127.62	1	127.62	6	
Mason City and Albia .....	169.55	339.10	3	113.03	6	
Mayville and Breckenridge .....	98.90	197.80	2	98.90	6	
Menasha and Schleiingerville ..	66.26	132.52	1	132.52	6	
Mendota and Centralia .....	211.99	423.98	4	106.00	6	
Mendota and Fulton .....	65.26	130.52	1	130.52	6	
Merrill and Tomah .....	107.50	215.00	2	107.50	6	
Milton and Mineral Point .....	90.66	181.32	2	90.66	6	
Milwaukee and Chicago .....	86.14	172.28	4	86.14	12	Double service.
Milwaukee and Lancaster .....	168.40	336.80	3	112.27	6	
Milwaukee and Prairie du Chien ..	194.50	389.00	4	97.25	6	
Minneapolis and Aberdeen .....	253.15	576.30	5	115.26	6	
Minneapolis and Angus .....	108.31	216.62	2	108.31	6	
Minneapolis and Birch Cooley ..	151.53	303.06	2	151.53	6	
Missouri Valley and Valentine ..	100.84	201.68	1	201.68	6	
Mona and Waterloo .....	306.10	612.20	6	102.03	6	
Montfort and Galena .....	80.88	161.76	2	80.88	6	
Morning Sun and Oskaloosa .....	56.08	112.16	1	112.16	6	
Mount Pleasant and Keokuk .....	81.82	163.64	1	163.64	6	
Muscataine and Montezuma .....	50.40	100.80	1	100.80	6	
Nebrauka City and Beatrice .....	95.87	191.74	1	193.74	6	
Neeche and Breckenridge .....	95.24	190.48	2	95.24	6	
Norfolk and Columbus .....	208.78	417.56	3	139.19	6	
North Judson and Streator .....	50.64	101.28	1	101.28	6	
North Loup and Grand Island .....	110.20	220.40	2	110.20	6	
Omaha and Denver .....	50.03	100.06	1	100.06	6	
Omaha and McCook .....	570.18	1,140.36	6	190.06	7	6 clerks through; 4 clerks, Omaha and Julesburg.
Omaha and McCook .....	325.10	650.20	4	162.55	7	



TABLE K<sup>t</sup>—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Omaha and Ogden .....	1,035.30 516.00	2,070.60 1,032.00	9 6	230.07 172.00	7 7	{ Omaha and Ogden, 9 clerks. Omaha and Cheyenne, 6 sets, 3 each.
Omaha and Stromsburg .....	126.50	253.18	2	126.50	6	
Oshkosh and Milwaukee .....	104.90	209.80	1	209.80	6	
Peoria and Evansville .....	250.10	500.20	4	125.05	6	
Peoria and Galesburg .....	52.80	105.60	1	105.60	6	
Peoria and Jacksonville .....	84.50	169.00	1	169.00	6	
Peoria and Keithsburg .....	92.70	185.40	2	92.70	6	
Peoria and Terre Haute .....	176.90	353.80	3	117.93	6	
Portage and Madison .....	40.51	81.02	1	81.02	6	
Postville and Cedar Rapids .....	98.67	197.34	1	197.34	6	
Powers and Florence .....	42.00	84.00	1	84.00	7	
Quincy and Louisiana .....	44.96	89.92	1	89.92	6	
Racine and Rock Island .....	197.88	395.76	3	131.92	6	
Red Oak and Eastport .....	50.86	101.72	1	101.72	6	
Red Wing and Waterville .....	66.73	133.46	1	133.46	6	
Reno and Preston .....	57.70	115.40	1	115.40	6	
Rice Lake and Eau Claire .....	57.39	114.78	1	114.78	6	
Rock Island and Peoria .....	92.20	184.40	2	92.20	6	
Rock Island and Saint Louis .....	248.99	497.98	4	124.50	6	
Ruthven and Des Moines .....	137.59	275.18	2	137.59	6	
Saint Louis and Cairo .....	153.60	307.20	3	102.40	6	
Saint Louis and El Dorado .....	124.50	249.00	3	41.50	6	In two divisions.
Saint Paul and Bismarck .....	470.20	940.40	7	134.24	7	
Saint Paul and Elroy .....	197.08	394.16	4	98.54	6	
Saint Paul and Sioux City .....	270.43	540.86	4	135.22	6	
Saint Paul and Sioux Falls .....	240.57	481.14	4	120.29	6	
Saint Vincent and Saint Paul .....	389.65	779.30	6	129.88	6	
Shabana and Rock Falls .....	46.30	92.60	1	92.60	6	
Sheboygan and Princeton .....	79.06	158.12	1	158.12	6	
Sidney and Havana .....	112.38	224.76	2	112.38	6	
Sioux City and Missouri Valley .....	76.10	152.20	2	76.10	6	
Sioux City and Omaha .....	128.93	257.86	2	128.93	6	
Sioux City and Yankton .....	62.60	125.20	1	125.20	6	
Sioux Falls and Sioux City .....	91.18	182.36	1	182.36	6	
Sparta and Viroqua .....	35.65	71.30	1	71.30	6	
Springfield and Grafton .....	85.30	170.60	2	85.30	6	
Stirling and Rock Island .....	52.43	104.86	1	104.86	6	
Stevens Point and Portage .....	73.84	147.68	1	147.68	6	
Streator and Forest .....	37.40	74.80	1	74.80	6	
Summit Lake and Milwaukee .....	225.46	450.92	3	150.31	6	
Sumner and Hampton .....	65.33	130.66	1	130.66	6	
Switz City and Effingham .....	89.14	178.28	2	89.14	6	
Tama City and Hawarden .....	243.34	486.66	4	121.67	6	Do.
Tamara and Chester .....	40.79	81.58	1	81.58	6	
Tracy and Pierre .....	255.69	511.38	4	127.85	7	
Tracy and Redfield .....	164.14	328.28	3	109.43	6	
Turkey River and West Union .....	58.34	116.68	1	116.68	6	
Villisca and Bigelow .....	69.24	138.48	1	138.48	6	
Wabasha and Zumbrota .....	59.20	118.40	1	118.40	6	
Wadena and Fergus Falls .....	53.36	106.72	1	106.72	6	
Watertown and Madison .....	38.80	155.20	1	155.20	12	Double service.
West Lebanon and Le Roy .....	76.20	152.40	2	76.20	6	
West Liberty and Council Bluffs .....	279.36	1,117.44	8	139.68	12	
Winona and Tracy .....	239.43	458.86	4	114.72	6	Do.
Yates City and Rushville .....	63.95	127.90	1	127.90	6	
Total .....	29,362.83	66,076.08	526	125.62	.....	

## SEVENTH DIVISION.

Albia and Moberly .....	129.87	359.74	2	129.87	7
Albuquerque and El Paso .....	255.69	511.38	3	170.46	7
Albuquerque and Needles .....	574.87	1,149.74	5	229.95	7
Arcadia and Cherry Vale .....	81.69	163.38	1	163.38	7
Atchison and Lenora .....	293.31	586.62	4	146.66	7
Atchison and Topeka .....	51.20	102.40	1	102.40	7

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Beloit and Solomon City .....	57.88	115.66	1	115.66	7	
Boonville and Versailles .....	44.69	89.38	1	89.38	6	
Bremond and Cisco .....	197.66	395.32	3	131.11	7	
Buena Vista and Gunnison .....	73.47	146.94	1	146.94	7	
Burnet and Austin .....	60.95	121.90	1	121.90	6	
Cairo and Poplar Bluff .....	74.50	149.00	2	74.50	6	
Cairo and Texarkana, northern division.	270.71	541.42	3	180.47	7	
Cairo and Texarkana, southern division.	151.76	303.52	2	151.76	7	Line divided at Pine Bluff.
Cameron, Plattsburgh and Atchison.	63.42	126.84	2	84.56	7	
Cameron, Saint Joseph and Atchison.	56.10	112.20	1	112.20	7	Two clerks to a crew, three clerks on line, and each clerk on duty two-thirds of the time.
Cheyenne and Denver .....	106.86	213.72	2	106.86	7	
Concordia and Junction City .....	70.92	141.84	1	141.84	7	
Council Bluffs and Brunswick .....	224.60	449.20	3	149.73	7	
Council Bluffs and Kansas City .....	196.50	393.00	3	131.00	7	
Corpus Christi and Laredo .....	161.75	323.50	3	107.83	7	
Creston and Saint Joseph .....	104.47	208.94	2	104.47	6	
Cuba and Salem .....	40.93	81.96	1	81.96	6	
Dallas and Cleburne .....	55.05	110.10	1	110.10	7	
Denton and Dallas .....	38.23	75.66	1	75.66	6	
Denison and Houston .....	339.19	678.38	5	135.67	7	
Denison, Troup and Houston .....	344.35	688.70	5	137.74	7	
Denison and Taylor .....	258.98	517.96	4	129.49	7	
Denver and Georgetown .....	50.80	101.60	1	101.60	7	
Denver and Leadville .....	172.25	344.50	8	114.53	7	
Denver and Pueblo .....	125.98	251.96	2	125.98	7	
Denver and Ogden .....	772.81	1,545.62	8	193.20	7	
Denver, Pueblo and Leadville .....	278.51	557.02	4	139.25	6	
Emporia and Howard .....	76.59	153.18	1	153.18	6	
Florence and Douglas .....	54.58	109.16	1	109.16	6	
Florence and Ellinwood .....	98.87	197.74	2	98.87	6	
Fort Collins and Denver .....	89.54	179.08	1	179.08	7	
Fort Scott and Joplin .....	76.77	153.54	1	153.54	7	
Fort Scott and Wichita .....	158.60	317.20	2	158.60	6	
Fort Worth and Galveston .....	347.09	694.18	5	138.84	7	
Girard and Galena .....	48.29	96.58	1	96.58	6	
Hannibal and Denison .....	575.11	1,150.22	8	143.78	7	
Hannibal and Gilmore .....	85.69	171.38	2	85.69	6	
Helena and Clarendon .....	48.20	96.40	1	96.40	6	
Hempstead and Austin .....	115.22	230.44	2	115.22	7	
Holden and Le Roy .....	114.66	229.32	2	114.66	7	
Houston and Del Rio, eastern division.	218.01	436.02	3	145.34	7	
Houston and Del Rio, western division.	172.22	344.44	3	114.44	7	Line divided at San Antonio.
Houston and Galveston .....	50.90	203.60	2	101.80	14	
Jefferson and McKinney .....	155.68	311.36	3	103.79	6	
Jefferson City and Aurora Springs .....	37.46	74.92	1	74.92	6	
Junction City and Parsons .....	157.80	315.72	3	105.24	7	
Kansas City and Albuquerque .....	918.50	1,837.00	9	204.11	7	
Kansas City and Denver .....	639.82	1,279.64	6	213.27	7	
Kansas City and Ellis .....	( <sup>2</sup> )	604.00	4	151.00	7	
Kansas City and Harper .....	304.30	608.60	4	152.20	7	
Kansas City and Independence .....	( <sup>2</sup> )	332.32	2	166.16	6	*166.16, shown on the Kansas City and Harper R. P. O.
Kansas City and Memphis .....	468.30	936.60	5	187.32	7	
Kansas City, Pleasant Hill and Joplin.	168.07	336.14	3	112.05	7	
Kansas City and Pueblo .....	636.24	1,272.48	7	181.78	7	
Kansas City and Springfield .....	( <sup>4</sup> )	405.34	3	135.11	7	
Knobel and Helena .....	140.52	281.04	3	93.68	7	
Lawrence and Burlington .....	74.40	148.80	2	74.40	6	
Lawrence and Carbondale .....	32.96	65.92	1	65.92	6	
Leavenworth and Lawrence .....	35.05	70.10	1	70.10	7	
Leavenworth and Miltonvale .....	166.15	332.30	3	110.77	6	
Leavenworth and Topeka .....	57.40	114.80	1	114.80	6	

<sup>1</sup>Double service between Kansas City and Ellis on Kansas City and Denver R. P. O., 302 miles.<sup>4</sup>Shown on Kansas City and Memphis R. P. O., 206.67 miles.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	A by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Lexington and Saint Joseph ...	77.04	154.08	2	77.04	7	{ Clerks alternate as helpers between Little Rock and Conway 30 miles.
Little Rock and Fort Smith ...	167.45	334.90	3	131.63	7	
Little Rock and Warren .....	155.03	310.06	3	103.35	6	
Manhattan and Burlingame .....	57.21	114.42	1	114.42	6	
Mexico and Cedar City .....	50.43	100.86	1	100.86	6	
Memphis and Little Rock .....	138.00	272.00	3	90.67	7	
Nacogdoches and Houston .....	140.25	280.50	2	140.25	6	
Newton and Arkansas City .....	78.56	157.12	1	157.12	6	
Newton and Caldwell .....	81.09	162.18	1	162.18	6	
Omaha and Atchison .....	108.33	216.66	3	110.89	7	
Palestine and Laredo (Northern Division) .....	262.72	525.44	4	131.38	7	
Palestine and Laredo (Southern Division) .....	155.53	311.06	3	103.69	7	
Pierce City and Fort Smith .....	139.88	279.76	2	139.88	7	
Pueblo and Silverton .....	377.32	754.64	6	150.98	7	
Pierce City and Vinita .....	73.66	147.32	1	147.32	7	
Quincy and Kansas City .....	225.78	451.56	8	112.88	14	
Quincy and Trenton .....	187.00	374.00	2	137.00	6	
Rockland and Beaumont .....	73.52	147.04	2	73.52	6	
Rosenberg and Victoria .....	93.05	186.10	2	93.05	7	
Saint Joseph and Albany .....	51.19	102.38	1	102.38	6	
Saint Joseph and Grand Island .....	252.54	505.08	4	126.27	7	
Saint Louis and Atchison (Eastern Division) .....	293.13	1,172.52	8	141.57	14	{ Line divided at Kansas City.
Saint Louis and Atchison (Western Division) .....	47.08	94.16	1	94.16	6	
Saint Louis and Columbus .....	196.41	392.82	3	130.61	7	
Saint Louis, Louisiana and Kansas City .....	324.07	648.14	5	129.63	7	
Saint Louis, Moberly and Kansas City .....	276.80	1,107.20	8	138.40	13	
Saint Louis and Halstead (Eastern Division) .....	287.51	475.02	4	118.76	7	{ Line divided at Springfield, Mo. Clerks alternate in acting as helpers between Springfield and Carthage, Mo., 76 miles.
Saint Louis and Halstead (Western Division) .....	293.01	586.02	5	113.00	7	
Saint Louis and Pierce City .....	(*)	414.42	4	143.61	7	
Saint Louis and Texarkana (Northern Division) .....	346.00	1,384.00	10	138.40	14	{ Line divided at Little Rock.
Saint Louis and Texarkana (Southern Division) .....	145.72	582.88	5	118.58	14	
Salina and McPherson .....	37.07	74.14	1	74.14	7	
Sedalia and Kansas City .....	99.56	199.12	2	99.56	7	
Sedalia and Parsons .....	(†)	318.98	3	106.33	7	
Temple and Lampasas .....	54.98	113.96	1	113.96	7	
Texarkana and El Paso (Eastern Division) .....	221.53	443.06	4	110.92	7	{ Line divided at Dallas. Clerks alternate between Dallas and Milesap, 77 miles.
Texarkana and El Paso (Western Division) .....	647.39	1,294.78	8	181.10	7	
Texarkana and Houston .....	330.63	661.26	4	165.32	7	
Texarkana and McGregor .....	278.30	556.60	4	139.15	7	
Texarkana and Whitesborough .....	173.67	347.34	3	115.78	7	
Wichita Falls and Fort Worth .....	114.10	228.20	2	114.10	7	
Totals .....	19,183.76	42,078.60	319	131.91	.....	

## EIGHTH DIVISION.

Benson and Nogales .....	88.04	176.08	2	88.04	7
Calistoga and Vallejo .....	44.87	179.48	1	179.48	12
Cloverdale and San Francisco .....	85.46	170.92	2	85.46	7
Colton and National City .....	128.18	256.36	2	128.18	6
Dayton and Wallula .....	68.96	137.92	1	137.92	7
Denning and Los Angeles .....	715.72	1,431.41	8	178.93	7
Duncan's Mills and San Francisco .....	79.25	158.50	2	79.25	6
Garrison and Ogden .....	455.51	911.02	6	151.83	7

\* Shown on Saint Louis and Halstead R. P. O., 287.21 miles.

† Shown on Hannibal and Denison R. P. O., 159.49 miles.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## EIGHTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Helena and Heron .....	273.80	547.60	4	136.90	7	
Heron and Wallula .....	262.50	525.00	4	131.75	7	
Los Angeles and Santa Ana .....	35.15	70.30	1	70.30	7	
Mound House and Keeler .....	262.00	524.00	4	131.00	7	
Ogden and Salt Lake .....	33.73	67.46	1	67.46	14	
Ogden and San Francisco .....	324.65	649.30	10	166.93	7	
Portland and Ashland .....	342.60	685.20	6	114.23	6	
Portland and Corvallis .....	97.99	195.98	2	97.99	6	
Redding and Sacramento .....	169.96	339.92	2	169.96	7	Clerks run through to Sacramento and register there.
Reno and Virginia .....	52.61	105.22	1	105.22	7	
Sacramento, Benicia and San Francisco .....	90.60	181.20	2	90.60	7	Auxiliary to Ogden and San Francisco R. P. O.
Sacramento and San Francisco .....	140.90	281.80	3	93.93	7	
Salt Lake and Juab .....	105.98	211.96	2	105.98	7	
San Francisco and Los Angeles .....	482.98	965.96	7	137.82	7	
San Francisco and Santa Cruz .....	83.15	166.30	1	166.30	6	
San Francisco and Soledad .....	144.72	289.44	3	96.48	7	
San Francisco and Tulare .....	251.63	503.26	3	167.75	6	Auxiliary to San Francisco and Los Angeles R. P. O.
Shingle Springs and Sacramento .....	48.75	97.50	1	97.50	6	
Tacoma and Portland .....	145.00	290.00	3	96.66	6	
Tehama and Davisville .....	124.88	249.76	2	124.88	6	Clerks run through to Sacramento and register there.
Wallula and Portland .....	214.10	428.20	4	107.05	7	
Total .....	5,902.27	11,804.54	90	133.21	.....	

## NINTH DIVISION.

Adrian and Fayette .....	33.26	66.52	1	66.52	6	
Ashtabula and Youngstown .....	64.70	129.40	1	129.40	6	
Au Sable and Alger Junction .....	45.89	91.78	1	91.78	6	
Baldwin and Grand Rapids .....	74.70	149.40	1	149.40	6	
Bay City and Detroit .....	109.57	219.14	3	146.09	12	
Bay City and Jackson .....	115.00	230.00	3	153.33	12	
Bay City, Wayne and Detroit .....	121.41	242.82	2	121.41	6	
Big Rapids and Detroit .....	190.70	381.40	3	127.13	6	
Big Rapids and Holland .....	91.63	183.26	2	91.63	6	
Cadillac and Fort Wayne .....	240.76	481.52	3	160.47	6	
Cassville and Pontiac .....	100.73	201.46	1	201.46	6	
Cleveland, Fort Wayne and Chicago .....	340.00	680.00	4	170.00	6	
Cleveland and Toledo .....	113.37	226.74	4	113.37	12	
Detroit and Chicago, day line .....	286.69	573.38	4	142.86	6	
Detroit and Chicago, night line .....	.....	573.38	4	143.34	7	
Detroit and Grand Haven .....	189.94	379.88	3	125.96	6	
Detroit and Grand Haven, short run .....	157.50	315.00	2	157.50	6	This line runs between Detroit and Grand Rapids, Mich.
Detroit and Grand Rapids .....	170.65	341.30	3	113.76	6	
Detroit and Grand Rapids, short run .....	94.72	189.44	2	94.72	6	This line runs between Jackson and Grand Rapids, Mich.
Detroit and Peru .....	194.73	389.46	3	129.82	6	
Detroit, Three Rivers and Chicago .....	274.49	548.98	4	137.24	6	
Detroit and Toledo, day line .....	60.30	120.60	1	120.60	6	
Detroit and Toledo, night line .....	65.95	131.90	1	131.90	6	
East Saginaw and Lakeview .....	71.29	142.58	1	142.58	6	
East Saginaw and Port Huron .....	92.06	184.12	1	184.12	6	
Grand Rapids and Elkhart .....	115.02	230.04	3	153.36	12	
Grand Rapids and La Crosse .....	153.70	307.40	2	153.70	6	
Howard City and Detroit .....	161.22	322.44	2	161.22	6	
Jackson and Adrian .....	47.55	95.10	1	95.10	6	
Jackson, Hillsdale and Fort Wayne .....	99.26	198.52	1	198.52	6	
Kalamazoo and South Haven .....	40.20	80.40	1	80.40	6	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## NINTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Lansing and Hillsdale .....	65.68	181.36	1	181.36	6	
Lenox and Jackson .....	106.68	213.36	1	213.36	6	
Ludington and Toledo .....	278.59	557.18	4	139.29	6	
Mackinaw City and Bay City .....	182.69	365.38	3	121.79	6	
Mackinaw City and Grand Rapids.	226.30	452.60	4	113.15	6	
Manistee and East Saginaw .....	148.13	296.26	2	148.13	6	
Monroe and Adrian .....	34.29	68.58	1	68.58	6	
Muskegon and Allegan .....	60.06	120.12	1	120.12	6	
<i>New York and Chicago.</i>						
This line is divided into three divisions, as follows:						
<i>East division:</i>						
New York and Syracuse, trains 21 and 14.	269.50	579.00	4	144.75	7	
New York and Syracuse, trains 7 and 22.			4	144.75	7	
New York and Syracuse, trains 23 and 2.			4	124.07	6	
<i>Middle division:</i>						
Syracuse and Cleveland, trains 21, 1, and 14.	336.26	672.52	4	168.13	7	
Syracuse and Cleveland, trains 7, 8, and 22.			4	168.13	7	
Syracuse and Cleveland, trains 23, 3, and 2.			4	144.11	6	
<i>West division:</i>						
Cleveland and Chicago, trains 1 and 12.	356.89	713.78	4	178.44	7	
Cleveland and Chicago, trains 7 and 8.			4	178.44	7	
Cleveland and Chicago, trains 3 and 2.			4	152.95	6	
Oil City and Ashtabula .....	88.10	176.20	2	88.10	6	
Pontwater and Muskegon .....	44.99	89.98	1	89.98	6	
Port Austin and Port Huron .....	88.04	176.08	1	176.08	6	
Port Huron and Chicago .....	336.07	672.14	4	168.03	6	
Port Huron and Detroit .....	61.83	123.66	1	123.66	6	
South Lyon and Toledo .....	61.90	123.80	1	123.80	6	
Toledo and Allegan .....	157.64	315.28	2	157.64	6	
Toledo and Chicago .....	244.99	489.98	4	122.49	6	
Trenton and Adrian .....	49.60	99.20	1	99.20	6	
Ypsilanti and Hillsdale .....	62.03	124.06	1	124.06	6	
Total .....	6,944.03	19,807.30	189	142.50	.....	

TABLE K<sup>k</sup>.—*Statement, by divisions, of average daily miles run by crews during the fiscal year ended June 30, 1884.*

## RECAPITULATION.

Division.	Total miles of routes.	Daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of rail- way post-office lines.
First .....	7,102.16	19,713.88	182	108.31	81
Second .....	13,591.49	34,558.44	299	115.59	157
Third .....	5,741.78	15,519.34	189	111.65	46
Fourth .....	9,516.55	22,567.38	179	126.07	63
Fifth .....	18,773.56	45,092.70	367	121.77	117
Sixth .....	29,362.83	66,076.08	526	125.62	201
Seventh .....	19,183.76	42,078.60	319	131.91	104
Eighth .....	5,902.27	11,989.74	90	133.21	29
Ninth .....	6,944.08	19,807.30	139	142.50	47
Total .....	116,118.43	277,403.46	2,240	123.88	845

Steamboat service not included.

TABLE L'.—Statement of new service established and service extended during the fiscal year ended June 30, 1884.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Lakeside to Wentworth's Location, N. H.		<i>Miles.</i>			
Plymouth to North Woodstock, N. H.		22.00	July 1, 1883		Steamboat service.
Block Island to Norwich, Conn.	Boa, Con. and Mont. R. R.	21.06	July 2, 1883		Do.
Stamford to Norwich, Conn.		53.00	Aug. 14, 1883		
Stamford to New Canaan, Conn.	Stam. and New Canaan R. R.	8.89	Aug. 20, 1883		
Bellingham to Franklin, Mass.	Millford, Franklin and Prov. R. R.	5.37	Aug. 20, 1883		
Bellingham to Portland, Me.		324.00		Oct. 24, 1883	Do.
Monson Junction (n. o.) to Monson, Mass.	Monson R. R.	6.16	Nov. 5, 1883		
Manfield to Taunton, Mass.	Old Colony R. R.	10.00		Feb. 21, 1884	Lovell and Mansfield R. P. O. extended to Taunton.
State street Station to Asylum street Station	Hart and Conn. Valley R. R.	1.68	Mar. 24, 1884		Extension of route No. 5015, Hartford to Saybrook Point.
Milo to Milo Junction.	Bangor and Kat. Iron Works R'y.	1.25	Apr. 21, 1884		Extension of route No. 9, Milo Junction (n. o.), to Katahdin Iron works.
Andover to Upper Dam, Me.				June 1, 1884	Steamboat service, during summer season.
Upper Dam to Indian Rock, Me.				June 1, 1884	Do.
Lakeside, N. H., to Middle Dam, Me.		17.00		June 1, 1884	Do.
Middle Dam, Me., to Errol, N. H.		17.00		June 1, 1884	Do.
Rangley to Indian Rock, Me.		10.00		June 1, 1884	Do.
New Bedford to Nonquit, Mass.		7.00	June 20, 1884		Do.

## SECOND DIVISION.

Frazer to Phenixville, Pa.	Penna. R. R.	11.28	Mar. 7, 1884		Ogdensburg and Rome R. P. O. curtailed to end at Dekalb Junction, and extended to begin at Norwood.
De Kalb Junction to Norwood, N. Y.	Rome, W. and Ogd. R. R.	5.00	Old.	Apr. 18, 1884	This makes double daily service between these points.
Nyack to New York, N. Y.	Northern R. R. of N. J.	28.45	Old.	Apr. 23, 1884	New service (modified November 8, 1883).
Williamsport to Stockdale Station, Pa.	Fall Brook Coal Co.'s R. R.	78.52	June 27, 1883	July 16, 1883	Addison and Westfield R. P. O. extended to Gaines.
Westfield to Gaines, Pa.	Addison and No. Penn. R. R.	13.90	Old.	July 23, 1883	

New Castle Junction to New Castle, Pa.	Pitts. and Western R. R.	3. 10	Aug. 16, 1883	Aug. 21, 1883	New Castle Junction and Pittsburgh R. P. O. extended to begin at New Castle.
Youngwood Station to United, Pa.	Penna. R. R.	8. 84	Aug. 17, 1883		
Elkland to Harrison Valley, Pa.	Fall Brook Co. 1 Co.'s R. R.	19. 20	Oct. 18, 1883		
Port Clinton to Reading, Pa.	Phil. and Reading R. R.	20. 00	Old.	Oct. 20, 1883	Williamsport and Port Clinton R. P. O. extended to Reading.
Washington to Pittsburgh, Pa.	Balto. and Ohio R. R.	38. 66	Nov. 3, 1883	Nov. 10, 1883	Washington and Wheeling R. P. O. extended to begin at Pittsburgh.
Branchton Junction to Butler, Pa.	Shenango and Allegheny R. R.	21. 30	Nov. 5, 1883	Nov. 16, 1883	Greenville and Hilliards R. P. O. curtailed to end at Branchton Junction, and extended to end at Butler.
Two Bridges, N. J. (n. o.) to Stroudsburg, Pa.	N. Y. Sus. and West Rwy.	47. 85	June 28, 1883	July 9, 1883	New service.
Delaware Station to Columbia Junction, N. J. (n. o.).	N. Y. Sus. and West Rwy.	3. 16	Sept. 1, 1883		
Sea Isle Junction (n. o.) to Sea Isle City, N. J.	West Jersey R. R.	4. 97	Feb. 21, 1884		
Bradford to Punxsutawney, Pa.	Roch. and Pitts. R. R.	104. 60	June 27, 1883	July 14, 1883	Rochester and Bradford R. P. O. extended to Punxsutawney.
Boston Corners to State Line, N. Y. (n. o.)	Hartford and Conn. West R. R.	6. 50	Old.	Aug. 10, 1883	Boston Corners and Rhinecliff R. P. O. extended to begin at State Line (n. o.).
Albany to New York, N. Y.	N. Y. W. S. and B. R. R.	142. 30	Sept. 21, 1883	Sept. 22, 1883	New service.
Richfield Springs to Richfield Junction, N. Y. (n. o.).	Del., Lack. and West R. R.	22. 00	Old.	Sept. 21, 1883	New service (discontinued).
Middletown to Cornwall Station, N. Y. (n. o.).	N. Y. Ont. and West R. R.	24. 79	Oct. 17, 1883		
Buffalo to Ashford Junction, N. Y. (n. o.).	Roch. and Pitts. R. R.	45. 28	Nov. 20, 1883	Dec. 6, 1883	
Easton, Pa., to New York, N. Y.	Lehigh Valley R. R.	80. 00	Old.	Jan. 10, 1884	
Angelica to Nunda Junction, N. Y. (n. o.).	Lack. and Pitts. R. R.	29. 63	Feb. 12, 1884		
Walnut Bottom to Shippenburg, Pa.	Harris. and Poto. R. R.	7. 22	Jan. 18, 1884		
Sunbury to Lewisburg, Pa.	Phil. and Reading R. R.	9. 84	Feb. 5, 1884		
Coalport to Irvonia, Pa.	Bell's Gap R. R.	2. 22	Feb. 6, 1884		
Sheffield Junction to Kane, Pa.	Pittsburgh and Western R. R.	17. 80	Feb. 28, 1884	Mar. 4, 1884	Sheffield Junction and Callery Junction R. P. O. extended to begin at Kane.
Anglesea Junction to Anglesea, N. J.	West Jersey	5. 52	June 7, 1884		

## THIRD DIVISION.

Kitzmillerville, Md., to Elkins, W. Va.	W. Va. Central and Pittsburgh Rwy.	14. 16	Aug. 1, 1883	July 13, 1883	Railroad service extended.
Baltimore to Bel Air, Md.	Maryland Central R. R.	27. 50	July 9, 1883	July 20, 1883	New service.
New River Depot to Pocahontas, Va.	Norfolk and Western R. R.	73. 59	Old.	July 25, 1883	New River Depot and Pocahontas R. P. O. extended to Lovely Mount.
New River Depot to Lovely Mount, Va.	do	1. 50	Old.		Railroad service extended.
Martinsville to Spencer's Store, Va.	Danville and New River R. R.	13. 25	Nov. 5, 1883		New service.
Weston to Buckhannon, W. Va.	Weston and Buckhannon R. R.	16. 29	Dec. 10, 1883		Railroad service extended.
Staunton to Lexington, Va.	Baltimore and Ohio R. R.	36. 03	Dec. 15, 1883	Dec. 15, 1883	Baltimore and Lexington R. P. O. extended to Lexington.
Bel Air to Forest Hill, Md.	Maryland Central R. R.	3. 50	Nov. 21, 1883		Railroad service extended.
Forest Hill, Md., to Delta, Pa.	do	14. 50	Jan. 4, 1884		Do.



TABLE L'.—Statement of new service established and service extended—Continued.

## THIRD DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Delta, Pa., to Baltimore, Md.	Maryland Central R. R.	Miles ( <sup>1</sup> )	Old Feb. 15, 1884	Jan. 22, 1884	* 45.50 miles. Delta and Baltimore R. P. O.
Fayetteville to Hope Mills, N. C.	Cape Fear and Yadkin Valley R. R.	7.35	Feb. 15, 1884	.....	Railroad service extended.
Gulf to Troy's Store, N. C.	do	29.71	Feb. 15, 1884	.....	Do.
Claremont to Waverly Station, Va.	Atlantic and Danville R. R.	18.51	Jan. 31, 1884	.....	New service.
Chase City to Skipwith, Va.	Richmond and Mecklenburgh R. R.	8.28	Feb. 20, 1884	.....	Railroad service extended.
Gulf to Mount Vernon Springs, N. C.	Cape Fear and Yadkin Valley R. R.	11.00	Old	Feb. 7, 1884	April 12, 1884, R. P. clerk's run curtailed to begin at Ore Hill; decreased distance, 1.50 miles.
Grafton to Phillips, W. Va.	Grafton and Greenbrier R. R.	24.00	Mar. 8, 1884	.....	New service.
Pigeon River to Waynesville, N. C.	Western N. C. R. R.	9.23	Mar. 17, 1884	.....	Railroad service extended.
Danville, Mocksville, and Southwestern R. R.	Danville, Mocksville and Southwestern R. R.	7.97	Apr. 10, 1884	.....	New service.
Hope Mills to Lumber Bridge, N. C.	Cape Fear and Yadkin Valley R. R.	9.20	May 1, 1884	.....	Railroad service extended.
Liberty to Greensborough, N. C.	do	23.26	May 1, 1884	.....	Do.
Elkins to Fairfax, W. Va.	W. Va. Central and Pittsburgh Rwy.	14.12	May 12, 1884	.....	Do.
Skipwith to Clarksville, Va.	Richmond and Mecklenburgh R. R.	6.30	June 2, 1884	.....	Do.

## FOURTH DIVISION.

Anniston to Conduff, Ala.	Ga. Pacific Rwy.	72.74	Jan. 1, 1884	Jan. 1, 1884	Atlanta and Birmingham R. P. O.
Branford to Newnansville, Fla.	Savh. Fla. and W. Rwy.	31.66	June 2, 1884	June 2, 1884	Do Pont and Branford R. P. O.
Lincolnton to Newton, N. C.	Chester and Lenoir (N. C.) Rwy.	14.36	Aug. 6, 1883	Aug. 6, 1883	Newton and Lancaster R. P. O.
Columbus, Miss., to Fayetteville, Ala.	Ga. Pacific Rwy.	44.83	Apr. 21, 1884	.....	.....
Durant to Lexington, Miss.	Illinois Central Rwy.	13.16	July 6, 1883	.....	.....
Ellisville, Miss., to New Orleans, La.	N. O. and N. E. R. R.	131.21	Feb. 20, 1884	.....	.....
Emory to Jefferson, Ga.	G. Jeff. and So. R. R.	13.51	May 1, 1884	.....	.....
Jacksonville to Palatka, Fla.	Jacks., Tampa and Key West R. R.	56.21	Mar. 17, 1884	.....	.....
Jacksonville to Saint Augustine, Fla.	Jacks., St. A. and H. River R. R.	36.80	Aug. 1, 1883	.....	.....
Jasper to Ellijay, Ga.	Marietta and N. Ga. R. R.	20.76	Sept. 1, 1883	Sept. 1, 1883	Ellijay and Marietta R. P. O.
Kissimmee to Tampa, Fla.	South Fla. R. R.	75.90	Feb. 13, 1884	Feb. 13, 1884	Saunder and Tampa R. P. O.

Lanes to Georgetown, S. C.	38.20	Jan. 6, 1884
Merrilton to Broken Arrow, Ala.	41.75	Nov. 1, 1883
Micanopy Junction (n. e.) to Micanopy, Fla.	4.11	Mar. 11, 1884
Monroe to Gainesville, Ga.	41.55	May 1, 1884
Monroe to Lanesville, La.	71.61	Dec. 20, 1883
New Orleans to Baton Rouge, La.	89.40	Apr. 16, 1884
Ocala to Leesburgh, Fla.	42.27	June 16, 1884
		Mar. 20, 1884
		Feb. 25, 1884

Georgetown and Lanes R. R.  
E. and W. R. R. of Ala.  
Fla. So. Rwy.  
G., Jeff. and So. R. R.  
Vicks., Shreve. and Pacif. R. R.  
N. O. and Miss. Valley R. R.  
Fla. So. Rwy.

## FIFTH DIVISION.

Jelloo to Careyville	27.33	July 2, 1883	Careyville and Knoxville R. P. O. extended.
Jordan, Tenn., to Victoria	3.21	July 2, 1883	
Doyle Station to Rock Island	8.20	May 5, 1884	Rock Island and Tullahoma R. P. O. extended.
Moyses (n. e.) to Centerville, Tenn.	4.50	May 17, 1884	
Terry to Lawrenceburg	22.04	Nov. 14, 1883	
Williamsburg to Jelloo, Tenn.	11.30	July 2, 1884	Louis. and Williamsburg R. P. O. extended.
Riceville to Russellville, Ky.	31.40	Dec. 12, 1883	Owensboro and Riceville R. P. O. extended.
Russellville to Adairville, Ky.	13.28	Jan. 21, 1884	
Richmond to Livingston, Ky.	38.62	Jan. 1, 1884	New service.
Peach Orchard to Richmond, Ky.	3.70	July 23, 1883	Ashtand and Peach Orchard R. P. O. extended.
Middleburgh to Yosemite, Ky.	7.75	Mar. 11, 1884	New service. Cin. and Lex. R. P. O. changed and extended.
Paris to Richmond, Ky.	40.84	Aug. 1, 1883	
Lore City to Seneville	4.37	Dec. 1, 1883	Radon and Cincinnati R. P. O. extended.
Portsmouth to Radon	25.50	Aug. 10, 1883	Dayton and Wadston R. P. O. extended.
Wellston to Ironton, Ohio	50.37	Nov. 5, 1883	Bellevue and Summitfield R. P. O. extended.
Summitfield to Zanesville, Ohio	52.62	Nov. 30, 1883	Columbus and Corning R. P. O. extended.
Corning to Col. E. Val. and Tol. Jct., Ohio	58.80	June 9, 1884	New service.
Thurston to Buckeye Cottage, Ohio	32.49	May 22, 1884	Cleveland and Mineral Point R. P. O. extended.
Mineral Point to Zoar Station, Ohio	1.54	Sept. 1, 1883	
Shanes Crossing to Greenville, Ohio	43.55	Jan. 20, 1884	
Mount Blanchard to Carey, Ohio	10.46	Oct. 1, 1883	
Canton to Coshocton, Ohio	84.73	July 2, 1883	
Marmont to Logansport	35.15	Oct. 15, 1883	New service.
Petersburgh to Oakland City	11.56	Aug. 20, 1883	Logansport and Terre Haute R. P. O. extended.
Oakland City to Evansville	59.50	Dec. 13, 1883	Washington Junction and Petersburg R. P. O. extended to Oakland City.
Pair Oaks to Attica	56.34	Mar. 17, 1884	New R. P. O. service.
New Salisbury to Corydon, Ind.	8.39	Dec. 20, 1883	Do.
Attica to Corydon, Ind.	14.90	Jan. 2, 1884	Do.
Grand Rapids to Kalamazoo, Mich.	48.00	July 12, 1883	Kalamazoo and Cincinnati R. P. O. extended
New Galilee, Pa., to East Carmel, Ohio	15.35	Aug. 10, 1883	
Woodfield to Summerfield, Ohio	16.95	Sept. 13, 1883	
		Oct. 1, 1884	

Careyville and Knoxville R. P. O. extended.  
Rock Island and Tullahoma R. P. O. extended.  
Louis. and Williamsburg R. P. O. extended.  
Owensboro and Riceville R. P. O. extended.  
New service.  
Ashtand and Peach Orchard R. P. O. extended.  
New service. Cin. and Lex. R. P. O. changed and extended.  
Radon and Cincinnati R. P. O. extended.  
Dayton and Wadston R. P. O. extended.  
Bellevue and Summitfield R. P. O. extended.  
Columbus and Corning R. P. O. extended.  
New service.  
Cleveland and Mineral Point R. P. O. extended.  
New service.  
Logansport and Terre Haute R. P. O. extended.  
Washington Junction and Petersburg R. P. O. extended to Oakland City.  
New R. P. O. service.  
Do.  
Do.  
Kalamazoo and Cincinnati R. P. O. extended

TABLE L1.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

## SIXTH DIVISION.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jerseyville to Grafton, Ill.....	Wabash, St. Louis and Pacific Rwy.....	Miles. 18.12	July 1, 1883	July 3, 1883	Springfield and Jerseyville R. P. O. extended to Grafton.
New Sharon to Newton, Iowa.....	Central Iowa R. R.....	33.66	July 1, 1883	July 1, 1883	New service.
Hastings to Kearney, Nebr.....	Burlington and Mo. River R. R. in Nebraska.....	39.29	Old.	Old.	
Long Pine to Valentine, Nebr.....	Freumont, Elkhorn and Mo. Valley R. R.....	56.00	Old.	July 1, 1883	Missouri Valley and Long Pine R. P. O. extended to Valentine; Dwight R. P. O. extended to commencement at North Judson, Ind., and end at Streator, Ill.
North Judson, Ind., to Momense, Ill.....	Indiana, Illinois and Iowa R. R.....	67.08	July 2, 1883	July 2, 1883	
Larimore to Bartlett, Dak.....	St. Paul, Minneapolis and Manitoba R. R.....	40.14	July 2, 1883	July 2, 1883	
Dwight to Streator, Ill.....	do.....	68.04	July 2, 1883	July 2, 1883	
Saint Cloud to Hackley, Minn.....	do.....	54.00	Old.	July 6, 1883	
Fargo, Dak., to Breckenridge, Minn.....	do.....		Old.	July 11, 1883	
Granger, Wyo., to Shoshone, Idaho.....	Oregon Short Line R. R.....	323.05	Old.	July 11, 1883	
Stanislaus to Iron River, Mich.....	Chicago and Northwestern Rwy.....	80	July 16, 1883	July 16, 1883	
Jonestown to Mendota, Ill.....	Manitowish R. R.....	2.94	Aug. 1, 1883	Aug. 1, 1883	
Belleville to O'Fallon Depot, Ill.....	Louisville and Nashville R. R.....	7.24	Aug. 1, 1883	Aug. 1, 1883	
Livingston to Helena, Mont.....	Northern Pacific.....	137.08	Aug. 15, 1883	Aug. 18, 1883	Billings and Livingston R. P. O. extended to Helena.
Holstein to Correctionville, Iowa.....	Chicago and North Western R. R.....	13.29	Sept. 15, 1883	Sept. 15, 1883	New service 20.80 miles Sept. 15. New R. R. service.
Crookston, Minn., to Devil's Lake, Dak.....	St. Paul, Minneapolis and Manitoba R. R.....	114.35	Sept. 15, 1883	Sept. 15, 1883	
Crookston to Saint Hilaire, Minn.....	do.....	28.73	Sept. 15, 1883	Sept. 15, 1883	
Sanborn to Cooperstown, Dak.....	Sanborn, Cooperstown and Turtle Mountain R. R.....	37.53	Sept. 20, 1883	Sept. 20, 1883	
Hawarden, Iowa, to Iroquois, Dak.....	Chicago and North Western Rwy.....	126.37	Oct. 1, 1883	Oct. 1, 1883	Des Moines and Osceola R. P. O. extended to Decatur.
Dickinson to Grivity, Wis.....	Wisconsin and Michigan R. R.....	10.83	Oct. 10, 1883	Oct. 10, 1883	New service 22.27 miles Oct. 1, 1883. New R. R. service.
Osceola to Decatur, Iowa.....	Des Moines, Osceola and Southern R. R.....	25.50	Old.	Oct. 11, 1883	Nebraska City and Tecumseh R. P. O. extended to Beatrice.
Kempston to Bloomington, Ill.....	Illinois Central R. R.....	57.77	.....	Oct. 12, 1883	
Tecumseh to Beatrice, Nebr.....	Republican Valley R. R.....	24.83	Nov. 1, 1883	Dec. 4, 1883	

Chippewa Falls to Eau Claire, Wis.	Chippewa Falls and Northern R. R.	9.16	Nov. 1, 1883	Nov. 1, 1883	Rice Lake and Chippewa Falls R. P. O. extended to Eau Claire.
Aberdeen to Mitchell, Dak.	Chicago, Milwaukee and St. Paul Rwy.	122.47	Nov. 15, 1883	Nov. 15, 1883	New service 80.61 miles Nov. 1. New R. R. service.
Smithborough to Centralia, Ill.	Jacksonville Southeastern R. R.	28.25	Nov. 20, 1883	Nov. 20, 1883	Jacksonville and Smithborough R. P. O. extended to Centralia.
Betavia to Aurora.	Chicago and Northwestern Rwy.	0.73	Nov. 15, 1883	Nov. 15, 1883	
Ashland Junction to Ashland, Wis.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.64	Nov. 20, 1883	Nov. 20, 1883	
Cable to Bayfield, Wis.	Central Iowa R. R.	58.62	Nov. 20, 1883	Nov. 20, 1883	
Morning Sun, Iowa, to Keokuk, Ia.	Northern Pacific Rwy.	17.20	Dec. 1, 1883	Dec. 1, 1883	New service 31.40 miles Dec. 1. New R. R. service.
Pargo to La Moure, Dak.		88.15			
L'Anse to Houghton, Mich.	Marquette, Houghton and Ontonagon R. R.	31.74	Dec. 1, 1883	Dec. 1, 1883	
Decorah to Leon, Iowa.	Des Moines, Oacela and Southern R. R.	6.80	Dec. 10, 1883	Dec. 10, 1883	
Castlewood to Watertown, Dak.	Chicago and Northwestern Rwy.	14.03	Dec. 10, 1883	Dec. 10, 1883	
Wakefield to Hartington, Nebr.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.80	Dec. 15, 1883	Dec. 15, 1883	
Winfield to Brighton, Iowa.	Burlington and Northwestern R. R.	4.39	Old.	Dec. 20, 1883	Burlington and Washington R. P. O. curtailed to end at Winfield and extended to Brighton.
Hartford to Eagle Bend, Minn.	St. Paul, Minneapolis and Manitoba R. R.	10.73	Jan. 1, 1884	Jan. 1, 1884	
Correctionville to Kingsley, Iowa.	Chicago and North Western Rwy.	12.60	Jan. 5, 1884	Jan. 5, 1884	
Egan to Woonsocket, Dak.	Chicago, Milwaukee and St. Paul Rwy.	84.50		Jan. 15, 1884	New service 38.07 miles Jan. 15. New R. R. service.
Rush City, Minn., to Grantaburgh, Wis.	St. Paul and Duluth R. R.	17.34	Feb. 1, 1884	Feb. 1, 1884	
East Plattsmouth, Iowa, to Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	1.83	Feb. 1, 1884	Feb. 1, 1884	
Elmore, Minn., to Algona, Iowa.	Chicago and North Western Rwy.	28.60	Old.	Feb. 4, 1884	Lake Crystal and Elmore R. P. O. extended to Eagle Grove, Iowa.
Monica, Wis., to Watonsnet, Mich.	Milwaukee, Lake Shore and Western R. R.	52.05	Feb. 5, 1884	Feb. 5, 1884	
Kenesaw to Holdrege, Nebr.	Nebraska and Colorado R. R.	40.33	Feb. 20, 1884	Feb. 20, 1884	
Cheneto to Holron, Nebr.	do	11.83	Feb. 20, 1884	Feb. 20, 1884	New service.
Des Moines to Hudson, Iowa.	Wisconsin, Iowa and Nebraska R. R.	96.93	Feb. 25, 1884	Mar. 29, 1884	
Dexterville Junction to Vesper, Wis.	Wisconsin, Pittsville and Superior R. R.	19.75	Feb. 25, 1884	Feb. 25, 1884	
Edora to Iowa Falls, Iowa.	Chicago, Iowa and Dakota R. R.	15.69	Mar. 20, 1884	Mar. 21, 1884	Galesburgh and Kansas City R. P. O. curtailed to end at Quincy, Ill., and extended to commence at Chicago.
Chicago to Galesburg, Ill.	Chicago, Burlington, and Quincy R. R.	163.50	Old.		New service.
Chicago, Ill., to Portage, Wis.	Chicago, Milwaukee and St. Paul Rwy.	176.90	Old.	Mar. 28, 1884	
Moorehead to Halstad, Minn.	St. Paul, Minneapolis and Manitoba Rwy.	34.41	Apr. 1, 1884	Apr. 23, 1884	Freeport and Centralia R. P. O. curtailed to begin at Mendota, and Dubuque and Mendota R. P. O. established.
Dubuque, Iowa, to Freeport, Ill.	Illinois Central R. R.	68.80	Old.	Apr. 29, 1884	New service.
McCook, Nebr., to Denver, Colo.	Burlington and Mo. River R. R. in Nebraska.	255.53	Old.	Apr. 29, 1884	
Greenfield to Kamperville, Ill.	Litchfield, Carrollton and Western R. R.	22.90	May 1, 1884	May 6, 1884	Mankato and Wells R. P. O. extended to La Crosse, Wis.
Wells, Minn., to La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	150.62	Old.	May 7, 1884	Galva and Keithsburg R. P. O. extended to Burlington, Iowa.
Keithsburg, Ill., to Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	32.40	Old.		
Genoa to Fullerton, Nebr.	Omaha, Nebraska and Black Hills R. R.	14.54	May 10, 1884	May 10, 1884	
Beatrice to Lincoln, Nebr.	Omaha and Republican Valley R. R.	39.09	May 10, 1884	May 10, 1884	

TABLE L<sup>1</sup>.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

## SIXTH DIVISION—Continued.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Fergus Falls, Minn., to Milnor, Dak. ....	Northern Pacific, Fergus and Black Hills R. R. ....	Miles. 66.91	June 2, 1884	.....	
Carroll to Maple River, Iowa .....	Chicago and Northwestern Rwy. ....	4.20	Old.	June 8, 1884	Maple River and Mapleton R. P. O. extended to begin at Carroll.
De Witt to Tobias, Neb. ....	Nebraska and Colorado R. R. ....	23.74	June 10, 1884	.....	Granger and Shoshone R. P. O. extended to Ontario Station, 71.31 miles Sept. 1, and 104.05 miles June 25, New R. R. Service.
Aberdeen to Ipswich, Dak. ....	Chicago, Milwaukee and St. Paul R. R. ....	26.33	June 10, 1884	.....	Granger and Ontario Station R. P. O. extended to Weiser Station.
Shoshone to Ontario Station, Idaho .....	Oregon Short Line R. R. ....	175.36	.....	Jan. 25, 1884	Washington and Knorrville R. P. O. extended to begin at Davenport.
Ontario Station to Weiser Station, Idaho .....	Oregon Short Line R. R. ....	21.88	Mar. 19, 1884	Apr. 9, 1884	
Davenport to Washington, Iowa .....	Chicago, Rock Island and Pacific .....	65.50	Old.	June 27, 1884	

## SEVENTH DIVISION.

Terrene, Miss., to Jacksonville, Ark. ....	S. C. D. and Pac. R. R. ....	390.50	July 2, 1883	July 1, 1883	Steamboat service.
Silver City to Denning, N. Mex. ....	St. L., I. M. and S. Rwy. ....	47.70	July 15, 1883	.....	
Neelyville to Doniphan, Mo. ....	S. J. and Desloge Rwy. ....	20.09	do	July 15, 1883	
Bonne Terre to Summitville, Mo. ....	St. L. and S. F. Rwy. ....	13.20	July 16, 1883	.....	
Sparta to Chadwick, Mo. ....	C. G. and N. W. Rwy. ....	6.72	July 20, 1883	.....	
Advance to Idlewild (n. o.), Mo. ....	A. and P. Rwy. ....	12.14	Aug. 1, 1883	Aug. 1, 1883	Albuquerque and Williams R. P. O. extended to Needles.
Williams, Ariz., to Needles, Cal. ....	L. T. and S. W. Rwy. ....	196.90	40.27, old.	Aug. 10, 1883	Now service.
Leavenworth to Topeka, Kans. ....	do	57.40	Aug. 10, 1883	.....	
Oscalossa to Merline June, (n. o.), Kans. ....	T. and N. O. Rwy. ....	17.13	30.30	Aug. 10, 1883	
Beaumont to Sabine Pass, Tex. ....	D. and R. G. Rwy. ....	30.30	Aug. 10, 1883	.....	
Grand Junction, Colo., to Ogden, Utah .....	do	348.14	Aug. 10, 1883	.....	Salida and Grand Junction R. P. O. extended to Ogden.
Colorado Springs to Manitou Sta., Colo. ....	St. L., Ft. S. and W. Rwy. ....	5.40	Aug. 15, 1883	.....	Ft. Scott and El Dorado R. P. O. extended to Wichita.
El Dorado to Wichita, Kans. ....	.....	30.63	Aug. 15, 1883	.....	

Spring City, Mo., to Jonesborough, Ark.....	K. C., S. and M. Rwy.....	77.72	Sept. 1, 1883	Sept. 1, 1883	Spring City and Springfield R. P. O. extended to begin at Jonesborough.
Waco to McGregor, Tex.....	T. and St. L. Rwy.....	19.20	Old.	Sept. 10, 1883	Texas and Waco R. P. O. extended to McGregor.
Roonville to Versailles, Mo.....	Mo. Pac. Rwy.....	44.69	Old.	Sept. 13, 1883	New service.
Trinity to Chester, Tex.....	do.....	53.85	Sept. 17, 1883	Sept. 17, 1883	New service.
Rockingham to Woodville, Tex.....	S. and E. Tex. Rwy.....	20.10	Sept. 17, 1883	Sept. 17, 1883	Steamboat service Hotchkiss and Memphis R. P. O. extended to commence at Elmot.
Rockingham to Beaumont, Tex.....	do.....	78.52	53.42, old	Sept. 19, 1883	St. Louis and Jonesborough R. P. O. extended to Texas.
Elmot, Ark., to Hotchkiss, Tenn.....	do.....	3.00	Old.	Oct. 1, 1883	Steamboat service.
Gunnison to Castleton, Colo.....	D. S. P. and P. Rwy.....	13.29	Sept. 20, 1883	Oct. 1, 1883	Double daily postal car service established to take place of single daily.
Jonesborough to Texarkana, Ark.....	T. and St. L. Rwy.....	283.68	Oct. 1, 1883	Oct. 1, 1883	Double daily postal car service established to take place of single daily.
Del Rio to El Paso, Tex.....	G. H. and S. A. Rwy.....	462.16	Oct. 1, 1883	Oct. 1, 1883	Double daily postal car service established to take place of single daily.
Honaton to Alvin, Tex.....	G., Colo. and S. F. Rwy.....	24.68	Oct. 8, 1883	Oct. 10, 1883	Double daily postal car service established to take place of single daily.
Terrace, Miss., to Jacksonport, Ark.....	K. and G. S. L. Rwy.....	12.03	Oct. 15, 1883	Oct. 15, 1883	Double daily postal car service established to take place of single daily.
Kank to Alto, Tex.....	H. and St. J. R. R.....	228.76	Old.	Nov. 1, 1883	Double daily postal car service established to take place of single daily.
Quincy, Ill., to Kansas City, Mo.....	W., St. L. and P. Rwy.....	276.80	Old.	Nov. 1, 1883	Double daily postal car service established to take place of single daily.
Saint Louis to Kansas City, Mo.....	W., St. L. and P. Rwy.....	276.80	Old.	Nov. 1, 1883	Double daily postal car service established to take place of single daily.
Jonesborough, Ark., to Memphis, Tenn.....	K. C., S. and M. Rwy.....	67.64	Nov. 1, 1883	Nov. 1, 1883	Double daily postal car service established to take place of single daily.
Kansas City to Springfield, Mo.....	K. C., Ft. S. and G. Rwy.....	202.67	Old.	Nov. 1, 1883	Double daily postal car service established to take place of single daily.
Sugar Loaf to Sunset, Colo.....	G., St. L. and Pac. Rwy.....	3.78	Dec. 1, 1883	Dec. 1, 1883	Double daily postal car service established to take place of single daily.
McNell to Marmola, Ark.....	T. and St. L. Rwy.....	7.17	Dec. 1, 1883	Dec. 1, 1883	Double daily postal car service established to take place of single daily.
Chester to Colman, Tex.....	Mo. Pac. Rwy.....	12.58	Dec. 1, 1883	Dec. 1, 1883	Double daily postal car service established to take place of single daily.
Denver to Salida, Colo.....	D. and R. G. Rwy.....	217.21	Old.	Dec. 27, 1883	Double daily postal car service established to take place of single daily.
Wabont to Chanute, Kans.....	Southern Kans. Rwy.....	25.20	Feb. 1, 1884	Feb. 1, 1884	Double daily postal car service established to take place of single daily.
Idlewild (n. c.) to Puxico, Mo.....	C. G. and S. W. Rwy.....	5.00	Feb. 1, 1884	Feb. 1, 1884	Double daily postal car service established to take place of single daily.
Kaufman to Kemp, Tex.....	Texas Transp. R. R.....	10.87	Feb. 1, 1884	Feb. 1, 1884	Double daily postal car service established to take place of single daily.
Longview to Easton, Tex.....	G. S. and St. L. Rwy.....	13.77	Feb. 1, 1884	Feb. 1, 1884	Double daily postal car service established to take place of single daily.
Clinton to Conway, Mo.....	K. C. and S. F. Rwy.....	11.55	Mar. 15, 1884	Mar. 15, 1884	Double daily postal car service established to take place of single daily.
Whitita to Cheney, Kans.....	Wich. and Western Rwy.....	24.70	Apr. 1, 1884	Apr. 1, 1884	Double daily postal car service established to take place of single daily.
Ottawa to Emporia, Kans.....	Southern Kans. Rwy.....	57.28	Apr. 1, 1884	Apr. 1, 1884	Double daily postal car service established to take place of single daily.
Riverside to Coloma, Ark.....	R. and B. R. R.....	7.40	Apr. 1, 1884	Apr. 1, 1884	Double daily postal car service established to take place of single daily.
Rincon, N. Mex., to El Paso, Tex.....	A. T. and S. F. R. R.....	77.45	Old.	Apr. 15, 1884	Double daily postal car service established to take place of single daily.
Springfield to Pierce City, Mo.....	St. L. and S. F. Rwy.....	49.00	Old.	May 15, 1884	Double daily postal car service established to take place of single daily.
Weir City June, to Weir, Kans.....	K. C., Ft. S. and G. Rwy.....	3.88	May 15, 1884	May 15, 1884	Double daily postal car service established to take place of single daily.
Las Vegas to Las Vegas Hot Springs N. M. Kansas City, Mo., to Independence, Kans.....	A. T. and S. F. Rwy.....	10.80	May 15, 1884	May 15, 1884	Double daily postal car service established to take place of single daily.
	Southern Kans. Rwy.....	166.16	Old.	June 2, 1884	Double daily postal car service established to take place of single daily.

TABLE LI.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

## SEVENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jacksonville to Tyler, Tex.	K. and G. S. L. Rwy.	Miles. 29.74	June 2, 1884		
Nutt Sta. (n. o.) to Lake Valley, N. Mex.	A., T. and S. F. R. R.	13.73	June 10, 1884		
Washington to Ozan, Ark.	Ark. and La. Rwy.	6.00	June 16, 1884		

## EIGHTH DIVISION.

Mojave to Daggett, Cal.	Southern Pacific R. R.	80.66	Apr. 13, 1883		Was not in report for 1883.
Daggett to Needles, Cal.	Southern Pacific R. R.	159.80	Sept. 26, 1883	Oct. 12, 1883	Mojave to Daggett, service extended to Needles. New service, Walla Walla and Portland R. P. O.
Third Crossing to Missoula, Mont.	Northern Pacific R. R.	59.51	July 7, 1884		change runs to begin at Helena.
Deer Lodge to Garrison, Mont.	Utah and Northern R. R.	10.21	Aug. 31, 1883	Sept. 29, 1883	Deer Lodge and Ozden R. P. O. extended to begin at Garrison, Mont.
Bellville to Bishop's Station, Nev.	Carson and Colorado R. R.	74.23	June 8, 1883	Sept. 14, 1883	Mound House and Candelaria R. P. O. extended to Bishop's Station.
Bishop's Station to Hawley's Station, Nev.	Carson and Colorado R. R.	69.00	Aug. 4, 1883	May 2, 1884	Mound House and Bishop's Station R. P. O. extended to Keeler.
Riddles to Julia, Oreg.	Oregon and Cal. R. R.	26.47	July 2, 1883	Oct. 20, 1883	Portland and Riddles R. P. O. extended to Julia.
Glendale to Grant's Pass, Oreg.	Oregon and Cal. R. R.	33.87	Dec. 12, 1883	Dec. 14, 1883	Portland and Glendale R. P. O. extended to Grant's Pass.
Grant's Pass to Phoenix, Oreg.	Oregon and Cal. R. R.	37.26	Feb. 27, 1884	Feb. 22, 1884	Portland and Grant's Pass R. P. O. extended to Phoenix.
Phoenix to Ashland, Oreg.	Oregon and Cal. R. R.	8.13	May 20, 1884	May 20, 1884	Portland and Phoenix R. P. O. extended to Ashland.
Walla Walla to Dayton, Wash.	Oregon Rwy and Nav. Co.	40.05	Old.	Oct. 12, 1883	Dayton and Walla Walla R. P. O.
Palouse Junction to Colfax, Wash.	Columbia and Palouse R. R.	89.18	Jan. 11, 1884		New service.
Ironton Station to Silver City, Utah.	Salt Lake and Western.	4.20	Apr. 19, 1884		Do.
San Francisco to Tulare, Cal.	Central and South Pacific R. R.	251.12	Old.	Feb. 7, 1884	This makes double daily service between these points.

## NINTH DIVISION.

Alger Station to Alger Junction, Mich.....	Detroit, Bay City and Alpena.....	7.86	Jan. 15, 1884	Apr. 18, 1884	Railroad service was established October 1, 1882, on the portion of this route between Tawas City and Prescott, Mich. R. P. O. service was established on the whole line from Au Sable to Alger Junction, Mich., April 18, 1884. White Cloud and Grand Rapids R. P. O. extended to Baldwin, Mich.  Lenox and Jackson R. P. O. established February 23, 1884.
Au Sable to East Tawas, Mich.....	Detroit, Bay City and Alpena.....	12.58	Jan. 15, 1884	Apr. 18, 1884	
Baldwin to White Cloud, Mich.....	Chicago and West Michigan.....	23.85	Feb. 20, 1884	Feb. 20, 1884	
Caseville to Pontiac, Mich.....	Pontiac, Oxford and Pt. Austin.....	100.73	Dec. 1, 1883	Jan. 7, 1884	
Lawton to Hartford, Mich.....	Toledo, Paw Paw and South Haven.....	20.21	July 2, 1883	.....	
Meredith to Harrison, Mich.....	Flint and Pere Marquette.....	14.78	May 1, 1884	.....	
Pontiac to Jackson, Mich.....	Grand Trunk.....	70.83	Feb. 20, 1884	Feb. 23, 1884	
Saint Louis to Ithaca, Mich.....	Detroit, Lansing and Northern.....	10.58	Dec. 20, 1883	.....	
Toledo, Ohio, to Allegan, Mich.....	Michigan and Ohio.....	157.64	Mar. 20, 1884	Apr. 14, 1884	



TABLE M<sup>m</sup>.—Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
5.....	\$1,400	56	\$78,400	1.....	\$640	2	\$1,280
5.....	1,300	519	674,700	1.....	620	2	1,240
4.....	1,150	588	676,200	1.....	610	1	610
3.....	1,000	1,408	1,408,000	1.....	600	37	22,200
2.....	900	571	513,900	1.....	580	2	1,160
2.....	890	5	4,450	1.....	570		
2.....	880	13	11,440	1.....	560	1	560
2.....	870	5	4,350	1.....	550	1	550
2.....	860	7	6,020	1.....	540		
2.....	855	1	855	1.....	520	2	1,040
2.....	850	14	11,900	1.....	510	1	510
2.....	840	14	11,760	1.....	500	11	5,500
2.....	830			1.....	490	1	490
2.....	820	11	9,020	1.....	450	1	450
2.....	810	11	8,910	1.....	440	1	440
1.....	800	497	397,600	1.....	420	1	420
1.....	790	2	1,580	1.....	410	1	410
1.....	780	7	5,460	1.....	400	3	1,200
1.....	770	6	4,620	1.....	360	3	1,080
1.....	760	13	9,880	1.....	320	1	320
1.....	750	5	3,750	1.....	300	5	1,500
1.....	740	7	5,180	1.....	240	2	480
1.....	730	6	4,380	1.....	180	4	720
1.....	720	39	28,080	1.....	150	1	150
1.....	710	2	1,420	1.....	120	1	120
1.....	700	17	11,900	1.....	100	1	100
1.....	690	3	2,070	1.....	69	1	69
1.....	680	7	4,760	1.....	12	15	180
1.....	670	2	1,340	1.....	1	23	23
1.....	660	1	660				
1.....	650	1	650	Total.....		3,963	3,946,018
Total number of railway postal clerks.....				3,963			
Aggregate annual salary.....				\$3,946,018			
Average annual salary.....				\$995 71			

Statement of letters for Chicago city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.

Month.	Daily number of trips.	Pack-ages distributed.	Pack-ages undistributed.	Number of letters, (counting 75 to the pack-age).	Remarks.
1883.					
October.....	1	2,298	262	172,350	Chicago, Ill., post-office checked no errors on this mail. This distribution was discontinued March 10, 1884, as change in time of arrival of train made it necessary to distribute this mail.
November.....	1	3,889	2,995	291,675	
December.....	1	3,542	2,286	265,650	
1884.					
January.....	1	3,349	1,101	251,175	
February.....	1	2,955	2,789	221,700	
March.....	1	460	451	34,500	
Total.....		16,494	9,884	1,237,050	

*Statement of letters for New York city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.*

Month.	Daily number of trips.	Number of packages distributed.	Number of packages undistributed.	Number of incorrect slips.	Number of errors.	Number of mis-sent packages.	Number of letters, counting 75 to the package.	Number correct to each error.
<b>1883.</b>								
July .....	3	15,487	.....	339	792	8	1,161,525	1,466
August .....	3	15,899	5	421	817	1	1,192,425	1,450
September .....	3	15,937	.....	211	390	.....	1,195,275	3,064
October .....	3	17,011	.....	181	309	.....	1,275,825	4,128
November .....	3	17,107	138	378	717	2	1,283,025	1,788
December .....	3	15,967	.....	279	586	.....	1,197,525	2,043
<b>1884.</b>								
January .....	3	16,229	120	321	460	2	1,217,175	2,646
February .....	3	14,750	50	280	437	.....	1,106,250	2,510
March .....	3	15,220	.....	378	661	.....	1,141,500	1,726
April .....	3	15,125	.....	172	439	1	1,134,375	2,586
May .....	3	14,790	.....	342	561	3	1,109,250	1,977
June .....	3	13,271	.....	155	223	1	995,325	4,463
<b>Total .....</b>	.....	<b>186,793</b>	<b>313</b>	<b>3,457</b>	<b>6,392</b>	<b>18</b>	<b>14,009,475</b>	.....

*Statement of separation of mail for New York city delivery from September, 1883, to June, 1884.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
<b>1883.</b>									
Sept...	New York and Chicago .....	a4	15,937	.....	211	390	1,195,275	3,064	4
	Boston, Providence and New York .....	1	1,405	.....	.....	.....	105,375	.....	.....
	Boston, Springfield and New York .....	2	6,349	4	.....	.....	476,175	.....	.....
	New York and Washington .....	3	8,847	316	96	142	663,525	4,672	2
	New York and Pittsburgh .....	4	14,033	1,300	191	316	1,052,850	3,331	3
	New York and Dunkirk .....	2	2,978	880	49	99	223,350	2,255	5
	Albany and New York .....	1	1,153	16	9	18	86,475	4,803	1
	Boston and New York .....	1	716	.....	.....	.....	53,700	.....	.....
	<b>Total .....</b>	<b>18</b>	<b>51,423</b>	<b>2,516</b>	<b>558</b>	<b>965</b>	<b>3,856,725</b>	.....	.....
Oct....	New York and Chicago .....	a4	17,011	.....	181	309	1,275,825	4,128	.....
	Boston, Providence and New York .....	1	1,579	15	.....	.....	118,425	.....	.....
	Boston, Springfield and New York .....	2	7,541	5	.....	.....	565,575	.....	.....
	Boston and New York .....	1	817	.....	.....	.....	61,275	.....	.....
	New York and Washington .....	3	10,331	551	169	252	774,825	3,074	3
	New York and Pittsburgh .....	4	16,414	1,143	276	448	1,231,050	2,747	4
	New York and Dunkirk .....	2	3,283	1,176	66	113	246,225	2,178	5
	Albany and New York .....	1	1,299	.....	17	22	97,425	4,427	1
	<b>Total .....</b>	<b>18</b>	<b>58,275</b>	<b>2,890</b>	<b>709</b>	<b>1,144</b>	<b>4,370,625</b>	.....	.....
Nov...	New York and Chicago .....	a4	17,107	138	378	717	1,283,025	1,788	4
	Boston, Providence and New York .....	1	1,383	.....	.....	.....	103,725	.....	.....
	Boston, Springfield and New York .....	2	7,871	.....	.....	.....	590,325	.....	.....
	Boston and New York .....	1	733	.....	.....	.....	64,975	.....	.....
	New York and Washington .....	3	10,947	732	179	252	821,025	3,257	.....

a One of these trains works city mail only on Sundays.

b The cause of carrying in undistributed so much mail was double connection.

c This is a new train working city mail.

d Mis-sent two packages of letters.

e The increase of mail unworked is accounted for by a change of schedule, which gives to train 62 the New York City mail from Washington and Charlotte Railroad, which formerly was forwarded on limited express.

## Statement of separation of mail for New York city delivery, &amp;c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Nov ...	New York and Pittsburgh .....	4	14, 983	a1, 865	276	480	1, 119, 975	2, 604	3
	New York and Dunkirk .....	2	3, 466	b559	119	193	250, 950	1, 346	5
	Albany and New York .....	1	1, 118	b105	14	22	83, 850	3, 810	1
	Total .....	18	57, 558	3, 399	967	1, 614	4, 316, 850	.....	.....
Dec....	New York and Chicago .....	4	15, 967	.....	188	586	1, 197, 525	2, 043	5
	Boston, Providence and New York .....	1	1, 466	.....	(d)	(d)	108, 950	(d)	(d)
	Boston, Springfield and New York .....	2	9, 112	.....	(d)	(d)	663, 400	(d)	(d)
	Boston and New York .....	1	814	.....	(d)	(d)	61, 050	(d)	(d)
	New York and Washington .....	3	11, 887	a1, 731	109	187	854, 025	5, 119	1
	New York and Pittsburgh .....	4	16, 006	1, 136	163	f256	1, 200, 450	4, 688	2
	New York and Dunkirk .....	2	4, 383	165	76	102	328, 725	3, 221	4
	Albany and New York .....	1	1, 217	129	16	22	91, 275	4, 148	3
	Total .....	18	60, 352	3, 299	643	1, 133	4, 526, 400	.....	.....
1884.									
Jan....	New York and Chicago .....	4	16, 129	120	321	g460	1, 209, 675	2, 631	4
	Boston, Providence and New York .....	1	1, 437	55	(d)	(d)	107, 775	(d)	(d)
	Boston, Springfield and New York .....	2	8, 993	35	(d)	(d)	674, 475	(d)	(d)
	Boston and New York .....	1	733	.....	(d)	(d)	56, 475	(d)	(d)
	New York and Washington .....	3	11, 088	927	90	123	831, 600	6, 780	1
	New York and Pittsburgh .....	4	16, 809	682	215	333	1, 260, 675	3, 785	2
	New York and Dunkirk .....	2	4, 288	47	69	140	321, 600	2, 296	5
	Albany and New York .....	1	1, 321	.....	18	29	99, 075	3, 415	3
	Total .....	18	60, 818	1, 866	713	1, 085	4, 561, 350	.....	.....
Feb....	New York and Chicago .....	4	14, 750	50	280	437	1, 106, 250	250	5
	Boston, Springfield and New York .....	2	7, 351	51	(d)	(d)	551, 325	(d)	(d)
	Boston, Providence and New York .....	1	1, 284	88	(d)	(d)	96, 300	(d)	(d)
	Boston and New York .....	1	768	.....	(d)	(d)	57, 600	(d)	(d)
	New York and Washington .....	3	9, 810	h1, 077	89	132	698, 250	5, 288	1
	New York and Pittsburgh .....	4	14, 106	i1, 318	j232	397	1, 057, 950	2, 664	4
	New York and Dunkirk .....	2	4, 199	47	j53	90	314, 825	3, 498	2
	Albany and New York .....	1	1, 168	45	j17	25	87, 600	3, 868	3
	Total .....	18	52, 936	2, 676	671	1, 082	3, 970, 200	.....	.....
Mar ...	New York and Chicago .....	4	15, 220	.....	878	661	1, 141, 500	1, 726	5
	Boston, Springfield and New York .....	2	6, 749	.....	(d)	(d)	506, 175	(d)	(d)
	Boston, Providence and New York .....	1	1, 546	.....	(d)	(d)	115, 950	(d)	(d)
	Boston and New York .....	1	766	87	(d)	(d)	57, 450	(d)	(d)
	New York and Washington .....	3	10, 698	559	124	222	802, 350	3, 613	1
	New York and Pittsburgh .....	4	17, 873	564	m207	389	1, 340, 475	3, 445	2
	New York and Dunkirk .....	2	4, 574	159	69	120	343, 050	2, 833	3
	Albany and New York .....	1	1, 252	.....	22	42	93, 900	2, 236	4
	Total .....	18	58, 678	1, 839	800	1, 434	4, 400, 850	.....	.....

a The large amount of mail unworked is explained by Chief Clerk Hughes as follows: "The bulk of the mail unworked is by train k, and is owing to the "Limited" connections being received at Harrisburg, which so increases all their work as to render it impossible for clerks to get through."

b No city mail worked on this railroad on election day.

c One train worked mail only on Sunday.

d No data.

e A large part of this mail was unworked because of extremely heavy State mail; also because of trains failing to receive regular connections from the South at Washington, D. C.; also on one day (31st), on day line, on account of receiving the United States Treasury letters containing the checks for interest on United States Government bonds, which made the mails so heavy that no city mail was worked.

f One misdirected package.

g Also two misent packages during the month in New York and Chicago R. P. O.

h All the mail unworked by fast mail and day line caused by double connections from the South on 8th instant through sudden illness of clerk in charge on fast mail.

i The cause of so much mail being unworked was double connections received on account of flood.

j One misdirected package on Albany and New York, New York and Dunkirk, and New York and Pittsburgh R. P. O's.

k Nothing unworked in New York and Chicago R. P. O. for the first time since New York City distribution began.

l Misdirected packages during March in New York and Washington R. P. O.

m Misdirected packages during March in New York and Pittsburgh R. P. O.

## Statement of separation of mail for New York city delivery, &amp;c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1884.									
April..	New York and Chicago .....	4	15,125	.....	a172	439	1,134,375	2,583	5
	Boston, Springfield and New York ..	2	6,913	.....	(b)	(b)	518,475	(b)	(b)
	Boston, Providence and New York ..	1	1,520	.....	(b)	(b)	114,000	(b)	(b)
	Boston and New York .....	1	731	.....	(b)	(b)	54,725	(b)	(b)
	New York and Washington .....	3	10,943	108	111	199	820,825	4,124	1
	New York and Pittsburgh .....	4	17,464	130	251	389	1,309,800	3,366	2
	New York and Dunkirk .....	2	4,399	121	75	120	329,925	2,748	3
	Albany and New York .....	1	1,372	.....	19	38	102,900	2,707	4
	Total .....	18	58,487	350	628	1,185	4,385,025	.....	.....
May...	New York and Chicago .....	4	14,790	.....	342	c561	1,109,250	1,958	6
	Boston, Springfield and New York ..	2	6,235	.....	95	141	467,625	3,315	4
	Boston, Providence and New York ..	1	1,511	(b)	(b)	.....	113,325	(b)	(b)
	Boston and New York .....	1	825	(b)	(b)	.....	61,875	(b)	(b)
	New York and Washington .....	3	9,678	124	92	140	725,850	5,184	1
	New York and Pittsburgh .....	4	16,558	.....	170	278	1,241,850	4,466	3
	New York and Dunkirk .....	2	4,746	.....	79	130	355,950	2,736	5
	Albany and New York .....	1	1,491	d50	18	23	111,625	4,861	2
	Total .....	18	55,834	224	796	1,273	4,187,550	.....	.....
June..	New York and Chicago .....	4	13,271	.....	e155	223	985,325	4,462	5
	Boston, Springfield and New York ..	2	6,627	26	17	22	497,035	22,546	1
	Boston, Providence and New York ..	1	1,418	.....	9	13	106,350	8,179	2
	Boston and New York .....	1	829	.....	36	49	62,175	1,268	8
	New York and Washington .....	3	7,983	14	83	119	598,725	5,030	3
	New York and Pittsburgh .....	4	14,628	f76	206	304	1,097,100	3,607	6
	New York and Dunkirk .....	2	4,353	.....	9	81	326,475	2,632	7
	Albany and New York .....	1	1,624	9	21	26	121,800	4,679	4
	Total .....	18	50,733	134	608	880	3,804,975	.....	.....

a One misent package in New York and Chicago R. P. O. during the month.

b No data.

c Three misent packages on New York and Chicago during this month.

d Had an old car (No. 4, Syracuse, Auburn and Rochester), and no account to work any New York City mail on May 14.

e One misent package in New York and Chicago R. P. O.

f The cause which led to any New York City mail being unworked was the mispiling of a pouch of said mail by clerks on western division.

## Statement of separation of mail for Philadelphia city delivery.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Oct .....	New York and Pittsburgh & New York and Washington.....	1	851	.....	0	0	63,825	.....	.....
	New York and Philadelphia.....	1	627	.....	0	0	47,025	.....	.....
	Total.....	2	1,478	.....	0	(b)	110,850	.....	.....
Nov .....	New York and Pittsburgh.....	2	6,977	c181	0	0	523,275	.....	.....
	New York and Washington.....	1	915	28	0	0	68,625	.....	.....
	New York and Philadelphia.....	1	662	.....	0	0	49,650	.....	.....
	Total.....	4	8,554	189	0	(b)	641,550	.....	.....
Dec.....	New York and Pittsburgh.....	2	7,152	c942	(a)	(a)	536,400	(a)	(a)
	New York and Washington.....	1	1,135	d122	(a)	(a)	85,125	(a)	(a)
	New York and Philadelphia.....	1	813	.....	(a)	(a)	60,975	(a)	(a)
	Total.....	4	9,100	1,064	.....	.....	682,500	.....	.....
1884.									
Jan.....	New York and Pittsburgh.....	2	7,636	62	(a)	(a)	572,700	(a)	(a)
	New York and Washington.....	1	1,119	e106	(a)	(a)	85,125	(a)	(a)
	New York and Philadelphia.....	1	773	f23	(a)	(a)	57,975	(a)	(a)
	Total.....	4	9,528	191	.....	.....	714,100	.....	.....
Feb.....	New York and Pittsburgh.....	2	7,317	.....	(a)	(a)	548,775	(a)	(a)
	New York and Washington.....	1	1,055	9	(a)	(a)	79,125	(a)	(a)
	New York and Philadelphia.....	1	939	.....	(a)	(a)	70,425	(a)	(a)
	Total.....	4	9,311	9	.....	.....	698,325	.....	.....
March .....	New York and Pittsburgh.....	2	7,736	g156	(a)	(a)	580,200	(a)	(a)
	New York and Washington.....	1	1,116	h16	(a)	(a)	83,700	(a)	(a)
	New York and Philadelphia.....	1	931	.....	(a)	(a)	69,825	(a)	(a)
	Total.....	4	9,783	172	.....	.....	733,725	.....	.....
April .....	New York and Pittsburgh.....	2	8,323	i106	(a)	(a)	624,225	(a)	(a)
	New York and Washington.....	1	1,125	.....	(a)	(a)	84,375	(a)	(a)
	New York and Philadelphia.....	1	1,196	.....	(a)	(a)	89,700	(a)	(a)
	Total.....	4	10,644	106	.....	.....	798,300	.....	.....
May .....	New York and Pittsburgh.....	2	8,122	440	20	35	609,150	17,403	2
	New York and Washington.....	1	965	.....	3	5	72,375	14,475	3
	New York and Philadelphia.....	1	1,057	.....	2	3	79,275	26,424	1
	Total.....	4	10,144	40	25	43	760,800	.....	.....
June.....	New York and Pittsburgh.....	2	7,351	.....	24	35	551,325	15,751	2
	New York and Washington.....	1	969	.....	3	5	72,675	14,534	3
	New York and Philadelphia.....	1	1,252	.....	2	3	93,900	31,299	1
	Total.....	4	9,572	.....	29	43	717,900	.....	.....

a No data.

b Philadelphia post-office does not check errors.

c Caused by insufficient force.

d All unworked on one day caused by receiving the letters from United States Treasury containing checks for interest on Government bonds. This large addition to usual mails rendered it impossible to work any city letters.

e All unworked on one day; cause, a double delayed mail and regular clerk not on duty.

f Arrangements have been made which it is expected will prevent any more mail being unworked on New York and Philadelphia R. P. O.

g On the date when this mail was unworked Train No. 10 received all Train No. 8 connections as well as their own, consequently failed to work all.

h On the date when this mail was unworked Train No. 40 received a delayed southern connection.

i Mail undistributed was caused by being one clerk short and giving New York City mail the preference.

## SEPARATION FOR WASHINGTON CITY DELIVERY.

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*Statement of letters for Washington, D. C., city delivery, distributed in R. P. O., from December, 1883, to June, 1884, inclusive.*

Month.	Railway post-office.	Daily trips.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed, at 75 to the package, by all railway post-offices.	Number correct to each error.	Order of merit.
December	Baltimore and Grafton .....	3	4,081	*2,386	52	58	601,500	4,289	2 3 1
	Washington and Charlotte .....	2	2,108	.....	37	57			
	Washington and Richmond ..	2	1,831	.....	24	25			
	Total for December .....	.....	8,020	2,386	113	140			
January	Baltimore and Grafton .....	3	3,748	*1,965	32	43	939,450	7,961	3 2 1
	Washington and Charlotte ..	2	3,725	.....	84	41			
	Washington and Richmond ..	2	5,053	.....	24	35			
	Total for January .....	.....	12,526	1,965	90	118			
February	Baltimore and Grafton .....	3	2,675	*1,701	22	30	610,625	8,979	3 1 2
	Washington and Charlotte ..	2	3,141	367	17	19			
	Washington and Richmond ..	2	2,459	.....	18	19			
	Total for February .....	.....	8,275	2,097	57	68			
March	Baltimore and Grafton .....	3	4,309	*5,407	30	38	702,825	6,052	1 3 2
	Washington and Charlotte ..	2	3,739	.....	42	59			
	Washington and Richmond ..	2	2,523	.....	23	34			
	Total for March .....	.....	10,571	5,487	95	131			
April	Baltimore and Grafton .....	3	3,350	*6,971	16	22	721,500	7,287	1 8 2
	Washington and Charlotte ..	2	3,356	.....	40	44			
	Washington and Richmond ..	2	2,914	.....	31	33			
	Total for April .....	.....	9,620	6,971	87	99			
May	Baltimore and Grafton .....	3	4,147	*4,639	25	40	758,550	8,428	2 8 1
	Washington and Charlotte ..	2	3,520	.....	28	34			
	Washington and Richmond ..	2	2,447	.....	15	16			
	Total for May .....	.....	10,114	4,639	68	90			
June	Baltimore and Grafton .....	3	5,024	*2,826	22	26	782,700	10,870	2 3 1
	Washington and Charlotte ..	2	3,119	.....	26	35			
	Washington and Richmond ..	2	2,293	.....	10	11			
	Total for June .....	.....	10,436	2,826	58	72			

\* The large amount of unworked Washington, D. C., mail reported by the Baltimore and Grafton railway post-office was due to want of sufficient force to make the distribution. The line had more work than it could do before they were required to distribute Washington City mail, hence the large amount of the latter reported unworked.

## CASUALTIES.

*July 1, 1883.*—Salida and Grand Junction R. P. O. train No. 7, bound east, was wrecked 9 miles east of Grand Junction, Colo. Four cars left the track. Mail apartment was a complete wreck. Clerk J. W. Harvey, in charge, was considerably bruised, but not incapacitated for duty. The mails were saved, though delayed 13 hours.

*July 4, 1883.*—Palestine and Laredo R. P. O. train No. 502, north bound, collided with a coal train near Austin, Tex., materially damaging the mail apartment. Clerk-in-Charge Charles Thompson slightly injured. The mails sustained no damage.

*July 5, 1883.*—Charlotte and Atlanta R. P. O. train No. 53 was badly wrecked near Central, S. C. Clerks Hills and Myers were painfully injured. All mails were recovered.

*July 13, 1883.*—Saint Joseph and Albany R. P. O. train No. 2 was struck by a tornado a few miles from Albauy. Engine, mail apartment, and coaches were blown over and badly damaged. No mails were lost. Clerk in charge, J. B. Twist, was slightly bruised.

*July 13, 1883.*—Burlington and La Clede R. P. O., south bound, was blown from the track about 1½ miles from Browning, Mo. No mail was lost and but one letter damaged. Clerk J. W. Barlow sustained very severe bruises about the arm and leg.

*July 16, 1883.*—Texarkana and Houston R. P. O. train No. 303 south bound from Texarkana, collided with a freight train near Sulphur Station, Tex. Mail apartment was wrecked and 10 sacks of paper mail were considerable damaged by escaping steam from the engine; they were, however, forwarded to destination.

*July 16, 1883.*—Saint Paul and Elroy R. P. O., bound east, collided with a freight train between Knapp and Menomonee, Wis. Mail car No. 302 was completely destroyed. J. M. Fausch miraculously escaped injury. A portion of the mail was considerably damaged, but none was lost.

*July 17, 1883.*—Bristol and Chattanooga R. P. O., night line, bound east, was thrown from the track a short distance east of Knoxville, Tenn., by a misplaced switch. The mail car was badly damaged, but the mails were saved and forwarded to destination.

*July 17, 1883.*—Vanceborough and Bangor R. P. O. postal car No. 563, day line, was thrown from the track near Kingman, Me., and badly damaged. No one was injured, and all the mails saved.

*July 19, 1883.*—Sedalia and Kansas City R. P. O. train No. 43, west-bound, was wrecked near Hughesville, Mo., resulting from a washout. The entire train was derailed; the mail and baggage car and two coaches were thrown on their sides. Mail was somewhat damaged by water and dirt, but it was forwarded to destination. Clerk-in-Charge J. T. W. McKeen was severely bruised about the head and back, incapacitating him for duty for some time.

*July 19, 1883.*—Jacksonville and Pensacola R. P. O., east bound, was thrown from the track 5 miles west of Tallahassee, Fla. E. T. Griffin, clerk in charge, was seriously injured. No mails were lost.

*July 21, 1883.*—Winona and Tracy R. P. O., bound east, was struck by a tornado when about 1½ miles west of Owatonna, Minn. The entire train, excepting the engine, was blown from the track. The postal car turned over several times and rolled down an embankment. Julius

Kirschstein, clerk in charge, was considerably bruised. The mails were damaged by dirt and water, and though in bad condition were forwarded to destination.

*July 28, 1883.*—New York and Washington R. P. O. "fast mail" ran off the track at the corner of South Capitol street and Virginia avenue, Washington, D. C., owing to a misplaced switch. The engine and postal car were considerably damaged. No one injured. The mails were found in good condition; transferred and forwarded to destination.

*August 5, 1883.*—Kansas City and Deming R. P. O. train No. 105 was wrecked 12 miles south of Las Vegas, N. Mex., by a broken rail. Mail apartment was badly damaged, one side being crushed in. Clerks H. J. Babcock and H. E. Headington sustained slight injuries. No mails were lost. A number of sacks of paper mail were badly wet in the transfer from the damaged mail apartment to the baggage car, which was made during a heavy rain storm.

*August 12, 1883.*—Pueblo and Silverton R. P. O. train No. 6 was wrecked near Huerfano, Colo., caused by a washout. The entire train left the track and was turned over on its side. No mails were lost or injured. Substitute Clerk Jos. H. Laon severely bruised, but not incapacitated for duty.

*August 15, 1883.*—Statesville and Charlotte R. P. O., north bound, was derailed 4 miles from Charlotte, N. C. Mail considerably damaged by water from cooler, but was forwarded to destination. Clerk in charge slightly injured.

*August 17, 1883.*—Charlotte and Atlanta R. P. O. train No. 51 ran through an open switch at Charlotte, N. C., colliding with an extra engine, badly damaging both and breaking in letter end of postal car "Gainesville," destroying letter-cases, tables, pouch-rack, and stove. The fireman was fatally injured. No mail was lost or damaged. Postal Clerks Mattison and Crews escaped without injury.

*August 18, 1883.*—Montgomery and New Orleans R. P. O. train No. 4 met with serious accident at Bayou Sara, 9 miles north of Mobile, Ala. The engine, tender, and front end of baggage car were precipitated through the draw of the bridge. There was no special damage done to postal car, or loss of mails. Postal Clerk T. W. Lindsey was somewhat bruised by jumping from the car. Engineer Edward Brown was drowned.

*August 21, 1883.*—Memphis and Little Rock R. P. O. was wrecked about 4 miles west of Forest City, Ark., by breaking through a trestle. A small portion of the mail was lost and some 20 letters were damaged by oil. Postal Clerk J. E. Weaver slightly injured. Three persons were killed in the wreck and 7 injured. Mails were delayed 13 hours.

*August 22, 1883.*—Leavenworth and Miltonvale R. P. O. train No. 151 wrecked a short distance west of Winchester, Kans. Engine, one coach, and mail car derailed. H. Mott, postal clerk, escaped unhurt; reported a few letters missing.

*August 23, 1883.*—Richford and Concord R. P. O., north bound, collided with a freight train near Newport, Vt. Postal Clerk Herbert was thrown the whole length of his car, striking against the edge of the table. No loss, and but little damage to the mails.

*August 23, 1883.*—Louisville and Nashville R. P. O. train No. 2 ran into a coal train near Lebanon Junction, Ky., wrecking the train and damaging the postal car. J. C. Nisbet, clerk in charge, sustained a painful injury, his right hand being crushed. All of the mail was saved and forwarded to destination.

*August 25, 1883.*—Saint Louis, Moberly and Kansas City R. P. O.



train No. 2, east bound, was derailed  $1\frac{1}{2}$  miles west of Moberly, Mo. G. A. Bailey, clerk in charge, was badly injured. No mails damaged or lost.

*August 26, 1883.*—Pittsburgh and Saint Louis R. P. O. collided with a freight train at Mingo Junction, Ohio, badly wrecking the postal car. Clerk W. M. Hoyt was fatally injured, and died the next morning. Clerk J. B. Newman was also badly hurt. The remaining clerks in the crew escaped without serious injury. All of the mail was saved.

*September 3, 1883.*—Boston and Waterbury R. P. O. east-bound mail car was badly damaged in an accident at New Britain, Conn. No mails were delivered east of Hartford.

*September 6, 1883.*—Des Moines, Percy and Albia R. P. O., east, collided with freight train near Albia, Iowa. Clerk T. J. West was severely injured about the head.

*September 8, 1883.*—Pueblo and Silverton R. P. O. train No. 5, Denver and Rio Grande Railway, was wrecked 2 miles west of Salt Creek, Colo. Mail apartment was considerably damaged. No mail was lost, although some was slightly damaged by oil.

*September 8, 1883.*—Salida and Ogden R. P. O. train No. 7, Denver and Rio Grande Railway, was wrecked between Thompson's Springs and Little Grand Station, Utah. The engine and mail car were derailed and rolled down an embankment. Clerk Dell Dickson was somewhat injured. No mails were lost, but about a dozen letters were damaged by oil.

*September 10, 1883.*—Atchison and Lenora R. P. O. train No. 64, Central Branch Union Pacific Railroad, was wrecked 2 miles east of Muscotah, Kans. Clerk E. A. Wentworth and J. B. Stanley, substitute, were considerably bruised. No mail lost or destroyed. Some sacks of local paper mail and a few letters were damaged by oil.

*September 14, 1883.*—Saint Louis, Moberly and Kansas City R. P. O. train No. 3, Wabash, Saint Louis and Pacific Railway, collided with east-bound express No. 4 at Arnold's Station, 7 miles east of Kansas City. The engines of both trains were completely wrecked, and the mail car of train No. 3 was badly damaged. H. A. Silver, railway postal clerk in charge, was severely cut and bruised and also injured about the spine. No mails were lost and none materially damaged.

*September 15, 1883.*—Boston and Wellfleet R. P. O. Clerk S. A. Hinckley was struck on the side quite violently by one end of the catcher. He had neglected to change the catcher for the south trip, and while the train was in motion one end of the catcher struck a switch frame, throwing the other end against Mr. Hinckley. He sustained injuries that incapacitated him for duty for some time.

*September 15, 1883.*—Cairo and Jonesborough R. P. O. ran into an engine of the Saint Louis, Iron Mountain and Southern Railway at the crossing near Bird's Point, Mo., completely wrecking the mail car and scattering the mail over the ground. The mail was not materially damaged. Clerk-in-Charge L. H. Lohr jumped from the car before the collision occurred and thus escaped injury.

*September 17, 1883.*—Council Bluffs and Kansas City R. P. O., north bound, collided with a freight train near Corning, Mo. The engines of the two trains were completely wrecked and the mail was scattered about the mail apartment, but none was lost or damaged. Clerk J. F. Johnson was thrown from the car upon a pile of railroad iron and sustained a compound fracture of his ankle, which disabled him from duty. Clerk R. M. Gallup escaped without injury.

*September 17, 1883.*—Texarkana and El Paso R. P. O. train No. 304 was derailed near Millsap, Tex. The letter mail was thrown from the cases

and badly mixed, but none was lost or damaged. Clerk W. M. Ward was thrown against the letter case and back over the paper rack, receiving considerable bruises. The mail was delayed 9 hours.

*September 21, 1883.*—Saint Louis and Texarkana R. P. O. train No. 604 was wrecked near crossing of Little Rock and Fort Smith Railway. The trucks under forward end of postal car were so badly broken that it was necessary to abandon the car.

*September 27, 1883.*—Granger and Shoshone R. P. O. collided with a gravel-train about 35 miles west of Granger, Wyoming, wrecking one platform of postal car and somewhat bruising Clerk E. Canuiff. No mail was lost or injured.

*September 29, 1883.*—Texarkana and Houston R. P. O. north, train No. 452, collided with a freight car on siding at Dodge Station, Tex. The front end of mail car was entirely demolished, covering the mails 2 feet deep with *débris*. No mails were lost, however, nor materially damaged. The wreck occasioned a failure of service on this line for this date.

*October 5, 1883.*—Evansville and Nashville R. P. O., leaving Evansville, Ind., ran off track, overturning and demolishing mail car. Clerk M. Herstein slightly injured. No mail damaged or lost.

*October 8, 1883.*—Denison and Taylor R. P. O. train No. 154 was set on fire at Mastersville, Tex., by sparks from the engine. The mails and Government property therein were almost entirely destroyed, comprising forty-five canvas sacks, six leather pouches, and one box of type; four registered packages were saved intact, and the contents of three more were saved. Several packages of letters were recovered from the *débris* and turned over to the postmaster by C. B. Green, clerk in charge.

*October 12, 1883.*—Indianapolis and Decatur R. P. O. collided with two cars which were being switched about in making up a train at Houghville, Ind. W. D. Cannon, postal clerk, was precipitated from the mail car by the force of the collision, and was badly injured in the spine. Cars slightly damaged; mails uninjured.

*October 13, 1883.*—Atchison and Lenora R. P. O., leaving Atchison at 8 p. m., was wrecked near Clifton, Kans., by misplaced switch. Engine, mail apartment, and baggage car derailed and considerably damaged. Several letters damaged by oil, but were forwarded to destination. E. A. Wentworth, clerk in charge, uninjured.

*October 15, 1883.*—Saint Louis and Texarkana R. P. O. train No. 602, north-bound from Little Rock, Ark., four hours late, while rounding a curve near Iron Mountain, Mo., ran into the rear end of a freight train. Engine of mail train wrecked, and front end of postal car damaged; mails uninjured. D. McIlvaine, clerk in charge, and other clerks in crew, unhurt.

*October 18, 1883.*—Salida and Ogden R. P. O. train No. 8, leaving Ogden, Utah, October 17, was wrecked 14 miles west of Delta, Colo., by a large rock on the track. The engineer was killed; the fireman and R. O. G. Showell, postal clerk in charge, seriously injured. Mr. Showell was thrown several rods from his car by the force of the collision, severely bruising his face and chest and badly lacerating his left arm. He also received injuries to his spine, from the effects of which he was compelled to leave the service. The mail car was a total wreck, nothing remaining except the wheels and one end wall. A portion of the mails were badly injured, several large packages being rendered unfit to forward to destination; also several packages of merchandise.

*October 22, 1883.*—Cincinnati and Nashville R. P. O. train No. 1 was

thrown from the track by an open switch near Sulphur, Ky. Engine and postal car were thrown down an embankment; the latter turned on its side. Frank Lindsey, clerk in charge, was hurled against the counter of the paper-case, slightly injuring his body and right knee. No mails were damaged.

*October 22, 1883.*—Waycross and Chattahoochee R. P. O. train No. 8 wrecked at 210-mile post. Entire train thrown down an embankment and turned over. Large quantity of mail damaged by water from cooler and oil from lamps. H. R. Stewart, postal clerk, slightly bruised.

*October 22, 1883.*—Newton and Arkansas City R. P. O. collided with the Atchison, Topeka, and Santa Fé pay-car near Winfield, Kans. The front end of mail car was broken in and mails scattered, but were gathered up and forwarded to destination. Clerk in charge, S. W. Wilcox, was seriously injured.

*October 23, 1883.*—Cairo and Texarkana R. P. O. train No. 1 was wrecked near Pine Bluff, Ark., by spreading of the rails. Three coaches and baggage car left the track, seriously injuring several passengers. Mail cars, mails, and clerk in charge, C. Burkhardt, were not injured.

*October 24, 1883.*—Houston and Galveston R. P. O. L. C. June-man, postal clerk, was leaving the Houston post-office prepared to take his run. The mail wagon on which he was seated overturned, and he was thrown underneath it, seriously injuring him, on account of which he was unable to perform service for several days.

*October 25, 1883.*—Salida and Ogden R. P. O. train No. 7 was wrecked near Thistle, Utah, caused by a horse upon the track. The engine and mail car left the track and turned over. The engineer and L. H. Maffitt, substitute clerk, were badly injured. No mails were damaged.

*October 26, 1883.*—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 332, east-bound, was wrecked by a broken rail near Clarksville, Tex. Mail apartment and all the coaches left the track. N. W. Towne, clerk in charge, escaped without serious injury. No mails damaged.

*October 29, 1883.*—Cincinnati and Saint Louis R. P. O. train No. 4 jumped the track at Holton, Ind., wrecking the postal car. No mails were lost. None of the clerks injured.

*October 30, 1883.*—Pleasant Hill and Cedar Junction R. P. O. train No. 42, east-bound, was wrecked 2 miles east of Pleasant Hill, Mo. Mails were transferred to engine and taken to Pleasant Hill. None were lost. Postal Clerk J. O. Martin was uninjured.

*October 31, 1883.*—Newton and Lancaster R. P. O. train No. 1 was wrecked 1 mile north of Gastonia, N. C., upsetting the mail car and considerably damaging the mails. They were recovered, however, and forwarded to destination. No one injured.

*October 31, 1883.*—Boston and Troy R. P. O. train No. 33 collided with an engine and wrecking-car,  $1\frac{1}{2}$  miles north of Troy depot, throwing most of the train from the track. Mail car No. 312, with two passenger coaches, were badly wrecked. Neither clerks nor mail were injured.

*November 6, 1883.*—New Orleans and Marshall R. P. O. train No. 401 ran into a split switch, at a point 3 miles west of New Orleans, and was ditched. The postal car was considerably damaged. The mail was very much soiled by dirt and water and oil from the broken lamps. It was gathered up and forwarded without any loss. Clerk H. A. Miller was not hurt.

*November 8, 1883.*—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 331, Texas and Pacific Railway, collided with a freight train

near Whitesborough, Tex., badly wrecking the mail train and causing a delay of 17 hours to the mails. Clerk-in-Charge N. W. Townes was considerably cut and bruised.

*November 17, 1883.*—Cairo and New Orleans R. P. O. train N. 4 collided with express train No. 3 at a point 2 miles north of Bradford, Tenn. Clerks Clemons, Truly, and Crudup were on duty. Clemons was injured by cuts on right hand and left wrist; Truly was slightly injured on the right shoulder; Crudup was fatally injured and died on the 2d of December following. The letter mail was badly soiled and scattered, but it is believed that none was lost. Eight sacks of paper and a through registered pouch containing 34 registers were totally destroyed by fire, it being impossible to save them. The postal car was also burned.

*November 19, 1883.*—East Saginaw and Lakeview R. P. O. A fire occurred in the mail apartment at Saint Louis, Mich., while the clerk had gone to his dinner. One leather pouch, two catcher pouches, and several canvas sacks were destroyed. No mail was lost. The mail apartment was slightly burned.

*November 20, 1883.*—Columbia and Walhalla R. P. O. ran into a freight train about 40 miles west of Columbia, S. C., demolishing the engine and injuring the mail car. Clerk T. A. Sullivan sprained his ankle in jumping from the train. No mail was lost.

*November 22, 1883.*—Davenport and Cameron R. P. O. One of the lamps at the letter case was not working properly, and while Clerk R. Bird was trying to remedy the matter a piece of refuse wick flew into a box in the case, burning the ends of 14 letters, but not seriously injuring them.

*November 24, 1883.*—Deming and San Francisco R. P. O. train No. 19 was ditched near Gage Station, N. Mex., and attacked by train-robbers, who killed the engineer and shot several times at the fireman and the postal clerk, W. O. Swan, jr., without effect, however. They then boarded the train, robbing the conductor and passengers and the express car. They also ransacked the postal car, cutting open several packages of letters. No further damage was done to the mail.

*November 26, 1883.*—Oneida and New York R. P. O. Clerk L. S. Church, while transferring the mail from his car at Stockbridge, N. J., was thrown from the door by a sudden lurch of the car, and striking on his head, his neck was broken, killing him instantly.

*December 3, 1883.*—Jacksonville and Enterprise R. P. O. Steamer F. du Barry burned at Jacksonville, Fla. One sack of paper mail which had been left on board was so damaged that it could not be forwarded to destination. Register book and receipts, together with post-marking stamp and type of D. S. Tingley, postal clerk, were lost.

*December 6, 1883.*—Toledo and Mansfield R. P. O. While delivering the mail at Walbridge, Ohio, Postal Clerk James Ross slipped and fell from the train, receiving serious injuries.

*December 8, 1883.*—Quincy and Trenton R. P. O. was derailed near Green Castle, Mo. Clerk J. W. Potter slightly injured; no mail lost or damaged.

*December 9, 1883.*—Charleston and Jacksonville R. P. O. collided with mail train on Brunswick and Western Railroad (Brunswick and Albany R. P. O.) at Way Cross, Ga. The mail car on the latter train was completely demolished, but clerks and mail escaped uninjured.

*December 9, 1883.*—Saint Louis and Texarkana R. P. O., when near North Berne, Ark., north bound, the axle on tender broke, tearing away the front trucks of the postal car; thereby letting the body of the car

down on the track, in which condition it was dragged about 300 yards. Train delayed 7 hours; clerks and mail uninjured.

*December 10, 1883.*—Tracy and Pierre R. P. O., east-bound, thrown from the track 3 miles west of Wolsey, Dak., by broken axle on tender. Stove in postal car turned over and two letters burned. About 50 letters saturated with oil from the lamps. Car slightly damaged.

*December 10, 1883.*—Saint Louis and Halstead R. P. O., east-bound, when near Marshfield, Mo., a lamp in the postal car exploded, and the burning oil damaged about 200 ordinary and 75 registered letters. Several of the latter were so badly burned that they could not be forwarded to destination.

*December 11, 1883.*—Texarkana and McGregor R. P. O. Train No. 2 was wrecked near Gilmer, Tex., by a spreading of the rails. Postal car thrown from the track and badly damaged. Mail considerably damaged by oil and water, but all forwarded. Train delayed 14 hours.

*December 12, 1883.*—Saint Louis and Springfield R. P. O. Sack of paper mail fell against the heater and was somewhat burned; all but two packages were forwarded to destination.

*December 14, 1883.*—Dresden and Cincinnati R. P. O., east bound, collided with freight train at McCluney, Ohio. Postal Clerk Looker slightly injured. No mail lost or damaged.

*December 17, 1883.*—Jacksonville and Pensacola R. P. O., east division, bound east, was thrown from the track near Houston, Fla. Postal Clerk Griffin slightly injured. No mail damaged.

*December 20, 1883.*—Burlington and Laclede R. P. O., bound north, was derailed between Willits and Boyer's Station, Iowa. Postal Clerk Thompson injured about the right shoulder. No mail lost or damaged.

*December 20, 1883.*—Grafton and Chicago R. P. O. wrecked near Belton, W. Va. Postal car thrown from the track down an embankment. Clerks and mail uninjured. Train delayed 11 hours.

*December 21, 1883.*—Salisbury and Warm Springs R. P. O., east-bound, left the track and rolled down an embankment near Asheville, N. C. Postal car wrecked and mail slightly damaged.

*December 23, 1883.*—Albuquerque and Needles, R. P. O. east-bound, 3 miles east of Winslow, Ariz., left the track and fell down a high embankment; clerk slightly hurt and mail uninjured; mail delayed 13 hours.

*December 22, 1883.*—Danville and Olney R. P. O., bound north, was thrown from the track  $2\frac{1}{2}$  miles north of Casey, Ill., by a spreading of the rails. Postal car turned over on its side; clerk uninjured; no mail lost or damaged.

*December 23, 1883.*—Indianapolis and Louisville R. P. O., south-bound, was wrecked near Franklin, Ind., by a spreading of the rails. Postal car totally wrecked; Clerk C. M. Anthony somewhat bruised; no mail lost or damaged.

*December 23, 1883.*—Montgomery and Selma R. P. O. train No. 31 was thrown from the track by a broken rail, 4 miles from Montgomery, Ala.; clerks unhurt; mail not damaged.

*December 24, 1883.*—Bangor and Boston R. P. O. train No. 71 was wrecked at Greenland, N. H., by the breaking of a switch-rod while the train was passing over it. The rear portion of the train was thrown upon the side-track, where, coming in contact with the engine of a freight train, it was thrown from the rails, telescoping the postal car which stood upon the main track. The latter was a complete wreck, but the mails were gathered up, and it is thought that none were lost. Clerks uninjured. Train delayed 12 hours.

*December 25, 1883.*—Philadelphia and Harrisburgh R. P. O. train No. 71 collided with "limited" express at Landessville, Pa.; Clerk Getz slightly injured in the leg; no damage to the mail.

*December 28, 1883.*—Ogden and San Francisco R. P. O., bound east, ran into a freight car at the mouth of the Bloomer Cut. The timbers of the snow-shed falling upon the postal car caused some slight damage. All of the glass was broken in, doors and windows and tin roofing torn off. Clerks and mail uninjured.

*December 29, 1883.*—Kansas City and Pueblo R. P. O., bound west, collided with a freight train at Emporia, Kans. The front end of the postal car was crushed in, but clerks escaped uninjured. Mails were considerably delayed, but not damaged.

*January 3, 1884.*—Chicago and Saint Louis R. P. O. on trip south, the Searle heater in mail car No. 33 exploded, setting fire to some of the mail matter, including three registered pouches. The damage was very slight, several packages being scorched, one letter and one postal card burned; no one injured.

*January 4, 1884.*—Louisville and Warm Springs R. P. O., south-bound, when near Careyville, Tenn., was wrecked. The engine was thrown from the track, pulling with it the mail car. The mails were transferred without loss or damage. No one injured.

*January 4, 1884.*—Kansas City and Denver R. P. O. train No. 102, leaving Denver, Colo., collided with rear end of a freight near River Bend, Colo. Engine and front end of postal car badly damaged. Neither mails nor clerks were injured.

*January 4, 1884.*—Fargo and La Moure R. P. O., bound east, struck a broken rail at Cabron, 36 miles west of Fargo. The entire train, except engine, was wrecked. No mails were damaged or lost.

*January 4, 1884.*—Tracy and Redfield R. P. O., east-bound, struck the rear of a freight train standing on main track between Henry and Vera, Dak.; the shock threw the letter mail out of the case, but nothing was damaged or lost. At 10.30 p. m., while the passenger train was standing at the scene of the accident, it was struck in the rear by an engine and snow-plow. The mail car was partially telescoped by a coach and took fire. All letter and registered mail was saved. One-third sack of papers, 12 pouches and locks, six canvas sacks, one package of receipts for registered matter, and a few other supplies were burned. Clerk-in-Charge Jesse Nunn seriously injured. All mail was saved. Postal Clerk Van Zandt escaped uninjured.

*January 5, 1884.*—The Tracy and Pierre R. P. O., east-bound, was wrecked 4 miles west of Volga, Dak., caused by snow-drifts. The mail car was thrown upon its side; some of the mail was considerably damaged by oil, but all was forwarded to destination; no one was injured.

*January 5, 1884.*—Louisville and Mount Vernon R. P. O. train No. 1 was derailed near Wiuslow, Ind. The engine and mail car were thrown from the track and considerably damaged.

*January 7, 1884.*—The Omaha and St. Louis R. P. O., east-bound, was thrown from the track about 3 miles east of Valparaiso, Nebr. The mail car was badly damaged. A few supplies but no mails were lost; no one injured.

*January 7, 1884.*—Denison and Houston R. P. O., south-bound, when nearing Kasse, Tex., B. S. Hamilton, postal clerk, looked out of his car preparatory to delivering mail, and was struck on the head by a freight car on a siding and instantly killed. The registered matter was taken charge of by postmaster at Bremond, Tex., the car locked

and sent to Houston, where the mails were properly distributed and forwarded to destination.

*January 7, 1884.*—Cincinnati and Nashville R. P. O. was wrecked at O'Bannon Station, 15 miles north of Louisville, Ky. None of the clerks or mail were injured.

*January 8, 1884.*—The Macon and Brunswick R. P. O. was thrown from the track by a broken rail near Graham, Ga. No damage done.

*January 15, 1884.*—The Clifton Forge and Huntington R. P. O. train No. 5 collided with a freight train about 1 mile west of Clifton Forge, Va. The mail car was badly damaged; clerk and mails uninjured.

*January 16, 1884.*—New Orleans and Marshall R. P. O., bound east, when near Lamourie Bridge, La., the axle of tender broke. The mail car was thrown from the track. No mails were lost or damaged.

*January 16, 1884.*—Ogdensburg and Rome R. P. O. was thrown from the track and down an embankment, about  $2\frac{1}{2}$  miles south of Rensselaer Falls, N. Y.; one end and side of the postal car was badly crushed in. The mail was taken out in bad shape, the letters being soaked in oil. None lost or destroyed. J. B. Pettibone, clerk in charge, somewhat bruised.

*January 21, 1884.*—Boston and Albany R. P. O. car No. 7, while being dead-headed from Albany to New York, was burned near Worcester, Mass. There were no mails or clerks in the car at the time. Cause of the fire unknown.

*January 22, 1884.*—Oswego and Oneida R. P. O. was wrecked near Oneida, N. Y. The mail car, together with two coaches, was derailed and thrown down an embankment. The mail was thoroughly saturated with oil, but none was lost. Railway Postal Clerk R. F. Randolph slightly bruised.

*January 22, 1884.*—Toledo, Delphos and Cincinnati R. P. O. train No. 2, bound north, while passing over a trestle near Dean, Ohio, was thrown from the track 25 feet down an embankment, badly damaging the mail car and a portion of the mail. None of the latter, however, was lost. C. C. Long (clerk on duty) slightly injured.

*January 25, 1884.*—Portland and Swanton R. P. O., east-bound, collided with four freight cars near Fabyan Station, N. H. The engine and freight cars were totally wrecked; also forward end of postal car. Postal Clerk Morse was thrown under the paper case and badly bruised. No mails were lost or damaged.

*January 25, 1884.*—Toledo and Marietta R. P. O., bound north, was derailed about 2 miles south of Canal Dover, Ohio. The car was badly wrecked. The mail was not seriously damaged. J. W. Haunawalt, railway postal clerk, slightly injured.

*January 25, 1884.*—Kansas City and Atchison R. P. O. was derailed 2 miles north of Fort Leavenworth, Kans. No mails lost or damaged. The postal car was badly wrecked. N. P. Pease, railway postal clerk, slightly injured.

*January 29, 1884.*—Saint Louis and Springfield R. P. O. was badly wrecked 2 miles east of Dixon, Mo., by a broken rail. The locomotive engine and baggage car were precipitated down an embankment 30 feet high. Engineer and fireman both killed. The coupling between mail and baggage car broke, leaving the mail car on the track. Clerk-in-Charge, J. W. C. Spring, jumped from the car and was only slightly injured. No mails lost or damaged.

*January 30, 1884.*—Saint Louis and Atchison R. P. O. train No. 1, west-bound, was wrecked 1 mile east of Gascondale, Mo., by a large rock falling and striking the locomotive. The engine was completely demol-

ished, and postal car badly damaged. Some of the mail considerably defaced by oil, but all forwarded to destination. William Roberts, Clerk-in-Charge, uninjured.

*January 31, 1884.*—Saint Louis and Texarkana R. P. O. train No. 602 collided with a freight train on siding at Cadet, Mo. The engine was completely demolished, and postal car badly damaged. No mail was lost.

*February 2, 1884.*—Denver and Leadville R. P. O. train 262, Denver, South Park and Pacific Railway, jumped the track 3 miles east of Buena Vista, Col., badly damaging the mail apartment. Clerk-in-Charge W. W. Craig, was slightly cut and bruised. No mails were lost, although a considerable number of letters were damaged by oil.

*February 3, 1884.*—Denver and Ogden R. P. O. train 7, Denver and Rio Grande Railway, ran into a washout, wrecking engine and mail apartment, the latter being thrown upon the tender and engine. Clerk-in-Charge C. M. Collins was somewhat bruised, and one of his legs severely sprained. Clerk J. E. Orr was returning from Salt Lake City to take his run east in the morning. He received injuries which resulted in his death next morning. None of the mails appear to have been lost or damaged.

*February 3, 1884.*—Texarkana and McGregor R. P. O. train 2, Texas and Saint Louis Railway, was wrecked about 2 miles east of Pittsburgh, Tex., by some obstruction on the track. The mail apartment was thrown over on its side, and the letter mail, being scattered from the case, was considerably damaged by oil and water. The mails were delayed 24 hours.

*February 5, 1884.*—Galesburgh and Kansas City R. P. O. Clerk W. F. Willsie, while standing at his car door on the lookout for return mail, was thrown from the car by a sudden slipping of the door, sustaining painful injuries. He was incapacitated for duty for several months.

*February 6, 1884.*—Deming and San Francisco R. P. O. train 20 was wrecked near San Francisco, Cal. The postal car was not injured, and no mails were lost. Clerk ——— Jones, in jumping from the car, sprained his ankle badly.

*February 6, 1884.*—Saint Louis and Texarkana R. P. O. night-line train 604 was wrecked near Williamsville, Mo. The engine and postal car were derailed. The letter cases and lamps were thrown upon the floor of the postal car, and about 100 letters were soaked with oil.

*February 14, 1884.*—Saint Louis, Louisiana and Kansas City R. P. O. train 47 east was wrecked near Odessa, Mo., by a broken rail. The mail apartment was turned over, throwing letter cases, lamps, and water cooler on the floor. Considerable eastern mail was damaged by water and oil. Clerk-in-Charge, S. G. Grubb, was somewhat bruised.

*February 17, 1884.*—Cleveland and Cincinnati R. P. O. night line, north, was thrown from the track near New Moorfield, Ohio, on account of a misplaced switch. The mail car was thrown upon its side and a portion of the mail was damaged by oil and water. Clerk-in-Charge, G. W. Ware, received a slight injury on his head.

*February 19, 1884.*—The Toledo and Bush R. P. O. was thrown from the track near Martel, Ohio, by an imperfect rail. The postal car was turned over, and a large portion of the mail was damaged by water and mud. Clerk L. D. Austiu, was slightly injured.

*February 23, 1884.*—Galesburgh and Quincy R. P. O. night line west, train 3, was wrecked near New Cambria, Mo., by a broken rail. The entire train was thrown from the track; several passengers were killed out-



right, and a large number injured. The postal car was completely wrecked, and Clerks R. Hartman and W. H. Housel were badly injured. The mail caught on fire by the overturning of the stove, and from 2,000 to 2,500 letters and three sacks of paper mail were greatly damaged by the fire and water. No registered mail was lost or damaged.

*February 24, 1884.*—Texarkana and El Paso R. P. O. train 301, Texas & Pacific Railway, leaving Dallas, Tex., was wrecked 3 miles west of Gordon, Tex., by a broken rail. Mail apartment left the track and turned over on its side. The paper mail caught fire and five sacks were destroyed. One empty pouch was burned and three badly damaged. All the letters in the case were badly soaked, but they were forwarded to destination. Clerk W. M. Ward, was considerably bruised and burned.

*February 25, 1884.*—Portland and Swanton R. P. O., west, was thrown from the track near Hardwick, Vt., and rolled down an embankment about 35 feet. The mail apartment immediately took fire from the lamps, but the flames were extinguished before much damage was done. Some letters and paper mail was damaged by the fire and water. Five leather pouches were burned. Clerk C. H. Greene, was uninjured.

*March 2, 1884.*—Texarkana and McGregor R. P. O. train No. 1 was wrecked by a broken rail at Big Sandy, Tex. Postal car left the track and turned over on its side; one sack of papers for Waco, Tex., was damaged by oil, but was forwarded to destination.

*March 3, 1884.*—Rome and Macon R. P. O. train 53, south bound, collided with north-bound train 52 (R. P. O.), 22 miles north of Macon, Ga. Engineer and fireman of train 52 were instantly killed; postal clerks and mail unhurt. Mail car on train 53 badly damaged.

*March 4, 1884.*—Easton and Hazleton R. P. O. Clerk R. F. Mulbearn, in attempting to adjust a catcher while rounding a curve at Chain Dam, Pa., was thrown from the car door and slightly injured.

*March 3, 1884.*—Hastings and Cologne R. P. O. mail and baggage car burned at Cologne, Minn. Two pouches with mail were burned in baggage car. There was no mail in mail apartment.

*March 6, 1884.*—Bangor and Bucksport R. P. O. 5.40 a. m. train north left the track near South Orrington, Me., and rolled down an embankment. The mail caught fire from a lamp, but although somewhat damaged it is not thought that any was destroyed. Clerk uninjured.

*March 7, 1884.*—West Liberty and Council Bluffs R. P. O. day line, bound west, was derailed at Stuart, Iowa. The mail, although badly mixed, was not damaged. Clerks uninjured.

*March 9, 1884.*—Texarkana and McGregor R. P. O. train 1 was wrecked near Corsicana, Tex. The entire train left the track while running at a high rate of speed. Clerk G. W. Dawson was considerably bruised. Mail badly damaged by water and oil. Delayed thirteen hours.

*March 11, 1884.*—Cranberry Forge and Johnson City R. P. O. wrecked 2½ miles east of Hampton, N. C. Clerk Erwin considerably bruised, but not unfitted for duty. Mail all saved.

*March 14, 1884.*—Ashland and Menasha R. P. O., bound south, was thrown from the track by a misplaced switch at Dorchester, Wis. Car rolled over on its side, and Clerks Bruce and Catlin were somewhat bruised. Mail was greatly mixed, but all forwarded to destination.

*March 17, 1884.*—Salisbury and Warm Springs R. P. O. wrecked near Marion, N. C. Postal car went down an embankment; Clerk Chilson received a sprain in his back; engineer killed; mail uninjured.

*March 18, 1884.*—Garrison and Ogden R. P. O. train 4 ran into a lot of cattle, and the engine, mail car, baggage car, and one coach left

the track. The mail car was badly damaged, and three registered letters were lost. Clerk uninjured.

*March 21, 1884.*—Atchison and Lenora R. P. O., east bound, was wrecked one-half mile east of Scottsville, Kans. No damage done to the mail. Train was abandoned, thus delaying mails twelve hours.

*March 22, 1884.*—Denver and Ogden R. P. O., bound west. A lamp fell from letter-case and set fire to some paper mail. About fifteen papers were destroyed and fifty damaged. Twelve empty sacks were burned.

*March 26, 1884.*—Bangor and Boston R. P. O., bound west, ran into a landslide. The engine, mail, baggage, and express cars were thrown from the track and badly wrecked. Trucks and a portion of the floor torn from postal car. Clerks and mail uninjured.

*March 26, 1884.*—Eau Claire and Wabasha R. P. O., west bound, wrecked near Durand by a washout. Clerk and mails uninjured.

*March 26, 1884.*—Bangor and Boston R. P. O., west bound, wrecked near Yarmouth Junction. Mails not damaged.

*April 2, 1884.*—Wilmington and Charleston R. P. O. train 42, engine fell through an open draw-bridge into the Cape Fear River at Mears Bluff, N. C. Postal car hung over the edge, but did not go in. It was somewhat damaged, but mail all saved. Clerks unhurt.

*April 4, 1884.*—Cairo and New Orleans R. P. O., bound south, was thrown from the track about 2 miles north of Duck Hill, Miss., a rail having been removed by some person unknown. Engine, postal, express, and smoking cars completely demolished. Clerks M. L. Jacobs and William Wheeler, seriously, and V. B. Sevier slightly injured. Wheeler had left shoulder dislocated, and was cut over left eye and on left cheek. Jacobs badly cut about the face and neck by hooks in the paper rack. Sevier cut slightly in left side. The mail was badly damaged by mud and water, some being buried several feet in the mud. How much mail was lost is not known, but every effort was made to recover and forward the same.

*April 7, 1884.*—Bangor and Boston R. P. O., a. m., run east, collided with a freight train 2 miles from Gardiner, Mass., demolishing both platforms on the postal car. The lamps in the car were broken and some of the mail slightly damaged with oil; clerks uninjured.

*April 14, 1884.*—Chattanooga and Atlanta R. P. O., night line south, ran into a washout at Proctor's Creek,  $2\frac{1}{2}$  miles north of Big Shanty Station (Kenesaw P. O.), and the postal car, together with the baggage car and two coaches, were entirely destroyed by fire. H. A. Merrill, mail weigher, was caught in the wreck and burned to death. Clerks Hills and Gillespie were seriously injured, but made their escape through one of the side windows. The R. P. O. left Chattanooga with all its regular connections, and had on board about 1,600 pounds of mail, all of which was lost with the exception of about 200 letters, which were picked from the *débris* and along the banks of the creek. The cars were supposed to have caught fire from the stove in the baggage car which was overturned in the wreck.

*April 17, 1884.*—New York and Dunkirk R. P. O. collided with another train at Paterson, N. J., smashing in the side of the postal car. Clerk W. H. Camp, slightly injured in the left hand; no mail damaged.

*April 17, 1884.*—Cincinnati and Nashville R. P. O., bound north, engine and postal car jumped the track near Newport, Ky. Fireman killed. Clerks and mail uninjured.

*April 24, 1884.*—Jewell and Des Moines R. P. O. ran off the track one mile south of Ames, Iowa; no one hurt; no mail damaged.

*April 28, 1884.*—Denison and Houston R. P. O. ran into a washout 6 miles south of Dallas, Tex., wrecking the engine and postal car; Clerk Crawford had his hand badly cut by being thrown violently against the door of the car. No mail lost.

*May 3, 1884.*—Richmond and White Sulphur Springs R. P. O. train No. 5 was wrecked at Wickham's Station, Va., by colliding with a freight train. The postal car was injured, but no mails damaged or lost.

*May 7, 1884.*—Pittsburgh and Wheeling R. P. O. train No. 3 collided with a freight train, seriously injuring Postal Clerk J. B. Kennedy. The forward platform and end of mail car No. 101 was badly broken. No mail injured.

*May 9, 1884.*—Texarkana and Houston R. P. O. train No. 453 was wrecked 5 miles south of Longview, Tex. Mail car was thrown from the track 20 feet and one end crushed in. No mail lost, but some was damaged by water. Postal Clerk W. V. Kretsinger slightly injured. Wreck caused by engine striking a cow.

*May 20, 1884.*—Kansas City and Albuquerque R. P. O. Assistant Clerk A. G. Burr was quite seriously injured in attempting to exchange mails at Fort Lyon, Colo. Mr. Burr was standing at the door to attend the catch, when something struck him in the face, knocking him down and cutting him severely. It is unknown what missile struck him, whether a pure accident or thrown by some one near the track.

*May 21, 1884.*—Crete and Red Cloud R. P. O. collided with a freight train between Kesterson and Endicott, Nebr. The mail car was considerably wrecked. No mail lost or damaged.

*May 24, 1884.*—Salida and Grand Junction R. P. O. train No. 8 was wrecked between Delta and Grand Junction, Colo. The locomotive, mail, and express cars broke through the bridge over the Gunnison River; the engineer and fireman were both drowned, but J. M. Williams, postal clerk, succeeded in escaping from his mail apartment, while in the river, to some timbers of the bridge, floating with them  $1\frac{1}{2}$  miles down the river, where he was rescued. All the contents of the mail apartment were lost. The mail lost was received from Grand Junction, Colo., and consisted of 150 letters, 50 papers, one first class register to Denver, Colo., and one fourth-class to Boston, Mass. Clerk Williams received a cut on right cheek 4 inches long, extending across right eye; also injured about hip and right leg. Incapacitated for thirty days.

*May 24, 1884.*—Pueblo and Silverton R. P. O. train No. 2, east, was derailed about 6 miles east of La Veda, Colo. Engine and mail car left the track, and front end of the latter crushed in. No mail lost or damaged.

*May 29, 1884.*—Bristol and Chattanooga R. P. O. train No. 4 was thrown from the track near McDowell's, Tenn. No injury to clerks or mails.

*May 31, 1884.*—Pueblo and Silverton R. P. O. train No. 2 was wrecked 10 miles west of Pueblo, Colo., caused by a wash-out. The engineer was instantly killed. Clerk-in-Charge J. T. Harris miraculously escaped injury. The engine and mail apartment was a complete wreck. No mail damaged or lost.

*June 5, 1884.*—Saint Louis and Texarkana R. P. O. train 602 collided with two freight cars near Piedmont, Mo. Letters, lamps, and letter cases were all thrown to the floor in a heap. A large quantity of the

letter mail was saturated with oil. Clerks Cate, Potter, and Long were somewhat bruised and cut, but not enough to disable them for duty.

*June 6, 1884.*—Denver, Pueblo, and Leadville R. P. O. train No. 1 Denver and Rio Grande Railway, collided with a wild engine about 2 miles south of Husted Station. The mail apartment was telescoped by the collision and badly wrecked. No mails were lost or damaged. Clerk-in-Charge H. M. Chittenden was bruised considerably.

*June 14, 1884.*—Philadelphia and Atlantic City R. P. O. collided with an excursion train on the Camden and Atlantic Railroad, about a mile west of Ashland Station, resulting in the death of seven persons, and wounding seventeen others. The collision occurred on a curve, the trains coming together with terrific force. The mail car was entirely demolished, and Clerk W. S. Hiles, on duty at the time, was crushed to death. His body was extricated with difficulty from the ruins. It was so badly crushed as to be unrecognizable. All the mails and Government property were recovered.

*June 17, 1884.*—Richmond and Clifton Forge R. P. O. ran into a land slide near Afton, Va., badly wrecking the mail car. No mails were lost or damaged.

## RECAPITULATION.

Total casualties.....	154
Killed.....	7
Seriously injured.....	28
Slightly injured.....	60

*Recapitulation of casualties in the Railway Mail Service from 1875 to 1884.*

Year ended June 30.	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously wounded.	Clerks slightly wounded.
1875.....	2,238	(*)	1	(*)	(*)
1876.....	2,415	(*)	1	(*)	(*)
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,946	26	2	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	83	3	16	20
1883.....	3,855	114	1	35	42
1884.....	3,963	154	7	28	60

\* Not reported.

*Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks.*

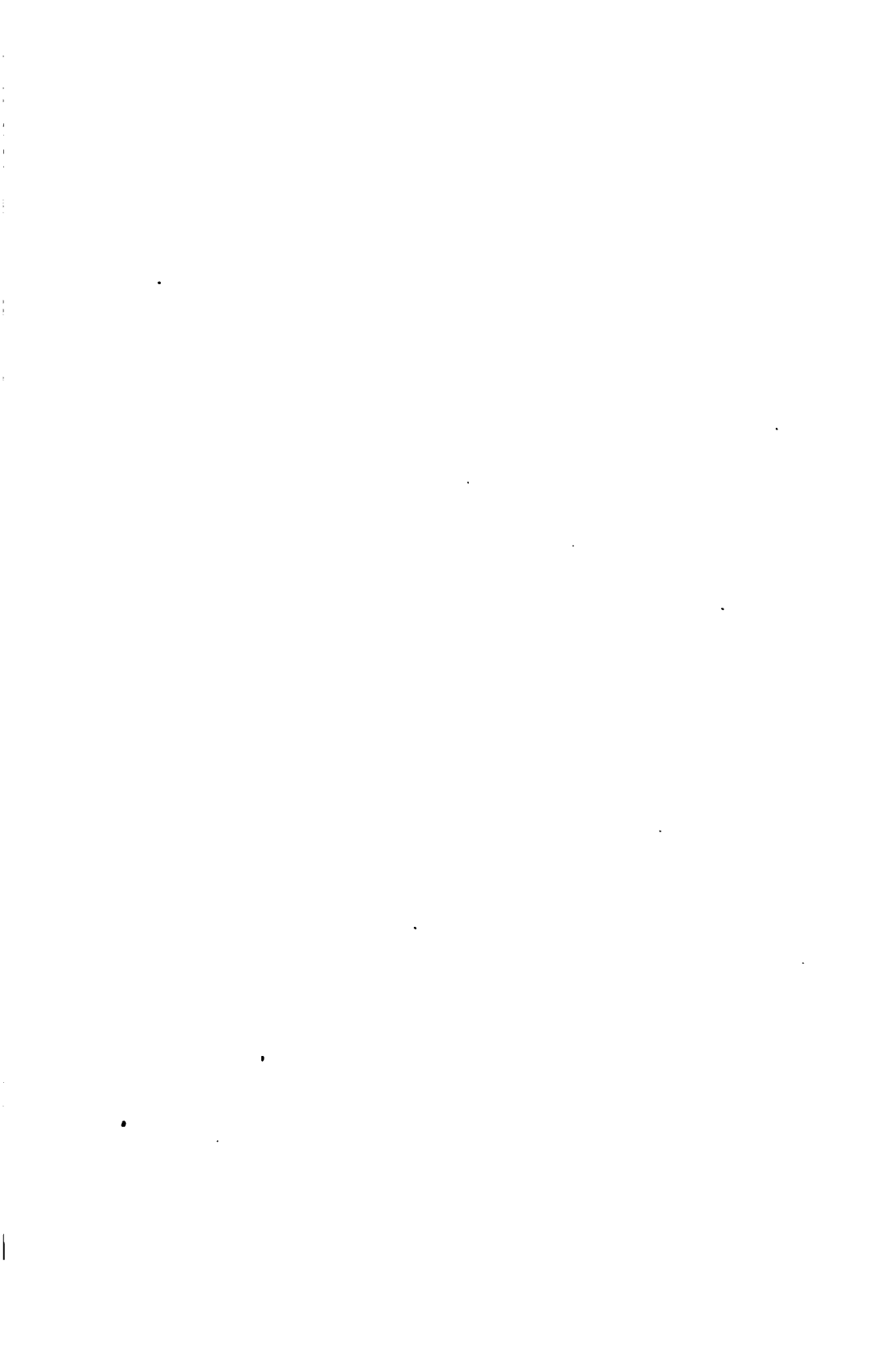
Name.	Class.	Salary.	Railway post-office route.	Date of injury.	Number of days leave.	Number of days acting clerk was employed.	Amount paid acting clerk.
H. B. Kintz	2	\$880	Allentown and Pawling	Dec. 13, 1883	25	25	\$54 25
J. M. Wood	2	1,000	Baltimore and Bristol	Nov. 23, 1883	8	8	17 36
J. W. Barlow	2	800	Burlington and Laclede	July 13, 1883	37	37	70 41
A. B. Burrill	3	1,000	Bangor and Boston	Mar. 5, 1883	11	11	24 42
J. F. Johnson	3	1,000	Council Bluffs and Kansas City	Sept. 17, 1883	245	285	627 00
C. S. Wiltsie	5	1,300	Cleveland and Cincinnati	Apr. 3, 1883	93	93	204 39
E. McConnell	5	1,300	Grafton and Chicago	July 30, 1883	80	30	65 93
C. D. Hartwell	3	1,000	Geneva and Wellsborough	Jan. 13, 1883	11	11	24 20
W. D. Cannon	1	800	Indianapolis and Decatur	Oct. 13, 1883	156	101	222 20
A. L. Petrie	4	1,150	Kansas City and Pueblo	Nov. 4, 1883	100	100	220 00
S. R. Beckwith	4	1,150	Kansas City and Denver	Dec. 6, 1883	25	17	38 89
J. C. Nisbit	5	1,300	Louisville, Nashville and Memphis	Aug. 24, 1883	40	40	86 80
H. G. Seaman	5	1,300	New York and Pittsburgh	Dec. 20, 1883	75	75	164 83
S. D. Wilcox	3	1,000	Newton and Caldwell	Oct. 26, 1883	30	28	60 76
O. D. Wickham	3	1,000	New York and Dunkirk	Aug. 6, 1883	12	6	13 02
J. B. Newman	1	800	Pittsburgh and Saint Louis	Aug. 26, 1883	157	157	340 69
W. H. Huston	5	1,300	Pittsburgh and Saint Louis	Nov. 21, 1882	22	22	47 74
G. T. Loomis	2	900	Sag Harbor and New York	Dec. 14, 1883	105	105	231 00
H. A. Silver	3	1,000	Saint Louis, Moberly and Kansas City	Sept. 14, 1883	289	245	539 00
R. O. G. Showell	1	800	Salida and Ogden	Oct. 18, 1883	40	37	80 29
J. F. W. McKean	3	1,000	Sedalia and Kansas City	July 19, 1883	29	27	58 59
James Rows	3	1,000	Toledo and Mansfield	Dec. 6, 1883	70	70	154 00
A. C. Noble	5	1,300	Saint Albans and Boston	May 19, 1883			
E. T. Curtis	3	1,000	Cleveland and Pittsburgh	Sept. 6, 1883	236	219	481 80
William Cahill	2	850	Richland and Syracuse	Feb. 8, 1884	14	14	30 80
A. Jeck	3	1,000	Augusta and Portland	Dec. 21, 1883	60	60	131 86
C. M. Collins	1	800	Denver and Ogden	Feb. 3, 1884	30	30	65 93
William Bunker	3	1,000	Burlington and Quincy	Dec. 22, 1883	34	34	74 10
J. L. Chase	1	800	Mona and Waterloo	Jan. 5, 1884	138	138	303 60
Smith Sherman	2	900	Albany and New York	Feb. 21, 1884	130	130	288 00
L. D. Austin	3	1,000	Toledo and Bush	Feb. 19, 1884	45	35	77 00
W. H. Housel	4	1,150	Galesburgh and Kansas City	Feb. 23, 1884	20	20	44 00
H. Hartman	5	1,300	Galesburgh and Kansas City	Feb. 23, 1884	28	28	61 00
W. F. Wilsie	4	1,150	Galesburgh and Kansas City	Feb. 4, 1884	53	45	99 00
R. Gerdes	1	800	Saint Paul and Sioux City	Feb. 1, 1884	30	30	65 93
J. T. Thompson	3	1,000	Burlington and Laclede	Jan. 29, 1884	32	32	70 33
R. P. Crawford	3	1,000	Denison and Houston	Apr. 28, 1884	15	15	32 97
D. P. McKown	3	1,000	Calmar and Davenport		15	15	32 97
J. B. Kennedy	3	1,000	Pittsburgh and Wheeling	May 7, 1884	54	54	118 80
E. J. Smith	1	800		June —, 1884	30	30	65 98
H. D. Viser			Albuquerque and Deming		63	63	138 46

\* Transfer clerk, Columbus, Ohio.

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**REPORT**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1884.**

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# REPORT

## OF THE

### THIRD ASSISTANT POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 17, 1884.*

SIR: I have the honor to submit the following report and accompanying tables, numbered from 1 to 18, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1884, namely:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1884, compared with the fiscal year ended June 30, 1883.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1884, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1884.

No. 6. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1884.

No. 7. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1884.

No. 8. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the fiscal year ended June 30, 1884, over those of the preceding year.

No. 9. Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

No. 10. Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ended June 30, 1884.

No. 11. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

No. 12. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1884.

No. 13. Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

No. 14. Statement showing the number of pieces of dead mail matter



returned to and received from foreign countries during the year ended June 30, 1884.

No. 15. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1884.

No. 16. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1884.

No. 17. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1884, over the preceding year.

No. 18. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ended June 30, 1884.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditures for the service of this office for the last fiscal year amounted to \$1,088,213.08, an increase over those of the previous year of \$152,046.20, or 16.2 per cent. The appropriations for the year amounted to \$1,200,900, of which \$112,686.92, or 10.3 per cent., was left unexpended. The estimates for the fiscal year ending June 30, 1886, amount to \$1,338,400, an increase of \$140,000, or 11.7 per cent., over the appropriations for the current fiscal year.

The estimates in detail, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

#### FINANCIAL STATEMENT.

The receipts and expenditures of the postal service during the fiscal year ended June 30, 1884, were as follows:

##### RECEIPTS.

Letter-postage paid in money.....	\$110,875 02
Box-rents.....	1,904,052 57
Fines and penalties.....	21,130 12
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	40,745,853 66
Dead letters for which no claimants could be found .....	9,619 19
Net revenue from money-order business .....	519,492 08
Miscellaneous .....	27,104 44
<b>Total .....</b>	<b>43,338,127 08</b>
<b>The disbursements on account of the service of the year were.....</b>	<b>46,404,960 65</b>
<b>Excess of expenditures.....</b>	<b>3,066,833 57</b>

In addition to the expenditures given above, the sum of \$819,599.62 was paid on account of indebtedness incurred in previous years, making the total amount disbursed during the year \$47,224,560.27.

The outstanding liabilities for the year are estimated at \$877,471.04, which sum, added to the amount actually expended, and \$1,260,179.51 credited to the Pacific railroad companies, would make the total cost of the service for the fiscal year \$48,542,611.20, or \$5,204,484.12 in excess of the receipts.

The decrease in receipts from those of the previous fiscal year was \$2,170,565.53, or 4.7 per cent., and was caused mainly by the reduction of the letter rate of postage from 3 to 2 cents, under the act of March 3, 1883, which went into operation on the 1st of October, 1883.

The increase or decrease in the several items of postal revenue is shown by the following table:

Items.	Fiscal year 1883.	Fiscal year 1884.	Decrease.	
			Amount.	Per cent.
Letter-postage paid in money.....	\$146,219 35	\$110,875 02	\$35,344 33	24.1+
Box-rents .....	1,882,064 91	1,904,052 57	*21,987 66	*1.1+
Fines and penalties .....	9,752 24	21,130 12	*11,377 88	*116.6+
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards....	43,014,043 58	40,745,853 66	2,268,189 92	5.2+
Dead letters for which no claimants could be found .....	12,279 83	9,619 19	2,660 64	21.6+
Net revenue from money-order business .....	411,619 37	519,492 08	*107,872 71	*26.2
Miscellaneous .....	32,713 33	27,104 44	5,608 89	17.1+
Total .....	45,508,692 61	43,838,127 08	2,170,565 53	4.7

\* Increase.

Table No. 2, accompanying this report, shows the receipts and expenditures for the fiscal year, by quarters, compared with the corresponding quarters of the previous fiscal year.

The appropriations for service of the year aggregate the sum of \$46,746,037.62. In 35 items the unexpended balances amounted to \$675,022.72, and in 2 items the expenditures exceeded the appropriations in the sum of \$333,945.75. The statement in detail will be found in Table No. 3.

#### BAD DEBTS.

From the report of the Auditor it will be seen that the postal revenue was charged during the last fiscal year with the following:

1. Amount of bad debts .....	\$6,142 94
2. Amount of debts compromised .....	1,721 47
3. Amount of loss on suspended accounts .....	591 42
Total .....	8,455 83

#### TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury depositories during the last fiscal year may be briefly stated as follows:

Balance subject to draft June 30, 1883 .....	\$8,4-3,835 39
Outstanding warrants June 30, 1883 .....	107,232 92
Deposits year ended June 30, 1884 .....	19,585,774 64
Total .....	28,176,842 95
Warrants paid during the year .....	22,044,230 94
Balance at depositories June 30, 1884 .....	6,132,612 01
Outstanding warrants June 30, 1884 .....	75,469 94
Balance subject to draft June 30, 1884 .....	6,057,142 07

#### CONTRACTS ENTERED AND ACCOUNTS KEPT.

There were 4,894 contracts for mail service received during the year from the Second Assistant Postmaster-General, and 18,127 orders of the

Postmaster-General (of which 9,000 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These contracts and orders were entered upon the books of the finance division for reference when acting upon certificates of the Auditor for the payment of mail contractors and other creditors of the Department. The number of such certificates received and acted upon was 70,408, an increase of 22,130 over the previous fiscal year.

In addition to the above, 6,834 certificates were received from the Auditor for the Post-Office Department, upon which 6,834 transfer drafts, covering the sum of \$818,894.82, were drawn against postmasters having a surplus of postal revenue in favor of other postmasters whose revenues were insufficient to meet the demands upon their offices for payment of railway postal clerks, mail messengers, letter-carriers, &c.

The following table will show the number of warrants and transfer drafts drawn in the finance division, and the number of certificates of deposit received, entered, and passed to the Auditor during the fiscal year:

	Fiscal year of 1883.	Fiscal year of 1884.	Increase.
Number of warrants .....	48,278	70,408	22,130
Number of drafts .....	5,323	6,834	1,511
Number of certificates of deposit .....	199,564	170,959	*28,605
Total .....	253,165	248,201	*4,964

\* Decrease.

The number of warrants drawn was 70,408, aggregating \$22,012,467.96.

Accounts were kept with the Treasury, nine sub-treasuries, and twenty-five designated depositories, involving the sum of \$19,585,774.64.

#### DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The following is a summary of the operations of the stamp division during the fiscal year ended June 30, 1884: The number of ordinary postage-stamps issued for sale to the public was 1,459,768,460, valued at \$29,077,444; of newspaper and periodical stamps 2,439,898, valued at \$1,923,217.80; of stamped envelopes, plain, 147,225,800, valued at \$2,907,340.32; of stamped envelopes bearing a printed return request 129,515,500, valued at \$2,918,760.55; of newspaper wrappers 45,490,750, valued at \$545,688.25; of postage-due stamps 13,612,198, valued at \$353,611; of postal cards 362,876,750, valued at \$3,629,640; of official stamps issued to Executive Departments for official use 3,389,440, valued at \$140,040; and of official stamped envelopes and wrappers 1,811,600, valued at \$20,135.26, making a total number of 2,166,130,396, and a total value of \$41,515,877.18. The issues are more detailed in tables No. 5 to No. 8, appended hereto.

The increase in value of issues over those of the preceding year is as follows: Of newspaper and periodical stamps, \$170,653.30, or 9.73 per cent.; of stamped envelopes, plain, \$76,243.45, or 2.69 per cent.; of newspaper wrappers, \$15,499.50, or 2.92 per cent.; of official stamps, \$14,200.80, or 11.28 per cent.

There was a decrease in the value of issues of ordinary postage-stamps amounting to \$1,229,735; of stamped envelopes bearing a printed return request amounting to \$211,013.60; of postage-due stamps

amounting to \$51,304.90; of postal cards amounting to \$166,450, and of official stamped envelopes and wrappers amounting to \$12,535.94.

The total decrease in the value of all issues was \$1,394,442.39, or 3.25 per cent.

In addition to the articles above enumerated, there were issued for official use 10,018,595 registered-package envelopes; 915,065 tag envelopes for registered parcels; 25,813,300 post-office envelopes; 1,495,000 envelopes for returning dead letters; 780,000 departmental envelopes for the several bureaus of this Department; and 2,327 newspaper and periodical receipt books.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps .....	165,922
For postage-due stamps .....	15,107
For newspaper and periodical stamps .....	9,594
For stamped envelopes, plain .....	83,689
For stamped envelopes, printed .....	100,836
For postal cards .....	76,111
For official postage-stamps and stamped envelopes .....	23
For registered-package envelopes .....	57,438
For tag envelopes for registered parcels .....	2,109
For post-office envelopes .....	26,008
For newspaper and periodical receipt books .....	1,613
<b>Total .....</b>	<b>538,450</b>

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps .....	168,982
Of postage-due stamps .....	15,113
Of newspaper and periodical stamps .....	9,594
Of stamped envelopes, plain .....	120,076
Of stamped envelopes, printed .....	85,948
Of postal cards .....	84,604
Of official postage-stamps .....	32
Of official stamped envelopes .....	74
Of tag envelopes .....	2,019
Of registered-package envelopes .....	62,448
Of post-office envelopes .....	32,524
Of newspaper and periodical receipt books .....	2,327
<b>Total .....</b>	<b>583,741</b>

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1884.	Requisitions filled during fiscal year ended June 30, 1883.	Increase.
For ordinary postage-stamps .....	165,922	137,672	28,250
For postage-due stamps .....	15,107	14,360	747
For newspaper and periodical stamps .....	9,594	11,214	*1,620
For stamped envelopes, plain .....	83,689	63,753	19,936
For stamped envelopes, printed .....	100,836	78,617	22,219
For postal cards .....	76,111	80,692	*4,581
For official postage stamps and stamped envelopes .....	23	21	*2
For registered-package envelopes .....	57,438	55,370	2,068
For tag envelopes .....	2,109	1,395	714
For post-office envelopes .....	26,008	25,752	256
For newspaper and periodical receipt books .....	1,613	1,611	2
<b>Total .....</b>	<b>538,450</b>	<b>470,467</b>	<b>67,983</b>

\* Decrease.

## POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 94,479,607 pounds, or 47,239,100<sup>1</sup>/<sub>1000</sub> tons, the postage on which was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year was 5,785, an increase of 436, or 8.14 per cent., over that of the previous year.

During the year the sum of \$3,687.07 was collected at proper rates from publishers and news agents on matter mailed, but not entitled to go as second-class matter.

In the following statement will be found the number of pounds of newspapers and periodicals mailed during the year, and the amount of postage collected thereon, at sixteen of the principal post-offices in the United States:

Post-office at—	Year ended June 30, 1883.		Year ended June 30, 1884.		Increase for 1884.			Percentage of total amount collected in the United States.
	Number of pounds mailed.	Amount of postage collected.	Number of pounds mailed.	Amount of postage collected.	In number of pounds.	In amount of postage.	Percentage of increase.	
New York, N. Y.	22,541,783	\$450,835	66,23,529,581	\$470,591 62	987,798	\$19,755 26	4.38+	24.90+
Chicago, Ill.	7,184,851	142,897 02	8,887,105	177,742 10	1,752,254	35,045 08	24.56+	8.41+
Boston, Mass.	5,564,766	111,295 32	6,066,420	121,328 40	501,654	10,033 08	9.01+	6.42+
Philadelphia, Pa.	4,431,385	88,627 70	4,800,986	96,019 72	369,601	7,392 02	8.34+	5.08+
Saint Louis, Mo.	3,895,771	77,915 42	4,413,045	88,260 90	517,274	10,345 48	13.28+	4.67+
Cincinnati, Ohio	3,143,368	62,867 36	3,336,610	66,732 20	193,242	3,864 84	6.14+	3.53+
San Francisco, Cal.	1,526,372	30,727 44	1,721,512	34,430 24	185,140	3,702 80	12.05+	1.82+
Milwaukee, Wis.	1,182,119	23,642 38	1,462,279	29,245 58	280,160	5,603 20	23.69+	1.54+
Detroit, Mich.	1,223,460	24,469 20	1,431,770	28,635 40	208,310	4,166 20	17.03+	1.51+
Louisville, Ky.	1,076,839	21,536 78	1,251,155	25,023 10	174,316	3,486 32	16.19+	1.32+
Cleveland, Ohio	1,103,449	22,068 98	1,158,948	23,178 96	55,499	1,109 98	5.03+	1.22+
Elgin, Ill.	1,245,475	24,909 50	1,137,042	22,740 84	*108,433	*2,168 66		1.20+
Washington, D. C.	714,562	14,291 24	1,082,924	21,658 48	368,362	7,367 24	51.55+	1.15+
Saint Paul, Minn.	915,409	18,308 18	1,032,811	20,656 22	117,402	2,348 04	12.63+	1.09+
Augusta, Me.	1,206,254	24,125 08	1,002,019	20,040 38	*204,235	*4,084 70		1.06+
Toledo, Ohio	772,764	15,455 28	994,702	19,894 04	221,938	4,438 76	28.72+	1.05+
Pittsburgh, Pa.	892,556	17,851 12	961,684	19,833 68	69,128	1,982 56	11.11+	1.05+
Baltimore, Md.	739,945	14,798 90	833,137	16,662 74	93,142	1,863 84	12.59+	0.88+
Total	59,321,128	1,186,422 56	65,133,730	1,302,674 60	5,812,602	116,252 04	9.80+	68.94+

\* Decrease.

## DIVISION OF DEAD LETTERS.

The whole number of pieces of undelivered mail matter received in the dead-letter office (including 278,648 pieces on hand from the previous year) was 4,843,099. They were classified as follows:

Domestic mailed letters, including 3,480,672 ordinary unclaimed letters; 112,648 letters returned from hotels; 24,383 letters bearing fictitious addresses; 210,227 letters returned from foreign countries, and 4,098 registered letters	3,832,028
Domestic unmailable letters, comprising 133,586 held-for-postage letters; 1,797 letters containing unmailable articles; 314,719 misdirected letters, and 14,134 letters without address	464,236
Domestic parcels of third and fourth class matter	69,637
Letters mailed in foreign countries	456,219
Printed matter, samples, &c., mailed in foreign countries and returnable..	20,979

Total as before..... 4,843,099

The following was the disposition primarily of letters handled during the year:

Domestic mailed letters:	
Card and request letters delivered unopened .....	56, 216
Letters opened .....	3, 676, 412
Letters left on hand .....	99, 400
	<hr/> 3, 832, 028
Domestic unmailable letters:	
Held-for-postage letters forwarded to address unopened on receipt of postage .....	16, 712
Held-for-postage letters opened .....	116, 275
Held-for-postage letters on hand awaiting return of notices ....	599
Letters containing unmailable articles opened .....	1, 797
Misdirected letters forwarded unopened after correction of address .....	75, 700
Misdirected letters opened .....	239, 019
Letters without address opened .....	14, 134
	<hr/> 464, 236
Domestic third and fourth class matter:	
Parcels opened and returned .....	69, 637
Foreign matter:	
Letters returned to country of origin .....	448, 312
Letters still on hand .....	7, 907
Parcels of printed matter, samples, &c., returned unopened ....	20, 979
	<hr/> 477, 198
Total .....	<hr/> 4, 843, 099

## MATTER OPENED IN DEAD-LETTER OFFICE.

The following was the disposition of mail matter opened in the dead-letter office:

Delivered:	
Letters containing money .....	13, 062
Letters containing drafts, notes, money-orders, and other evidences of monetary value .....	19, 014
Letters containing receipts, paid notes, &c .....	31, 557
Letters containing postage-stamps .....	80, 400
Letters containing nothing of value .....	1, 298, 178
Photographs .....	30, 904
Parcels of merchandise, books, &c .....	45, 710
	<hr/> 1, 518, 825
Returned and awaiting evidence of delivery:	
Letters containing money .....	1, 050
Letters containing drafts, checks, &c .....	1, 158
Parcels of merchandise, books, &c .....	56
	<hr/> 2, 264
Under treatment looking to delivery:	
Letters containing money .....	1, 344
Filed upon failure to deliver:	
Letters containing money .....	4, 107
Letters containing drafts, checks, &c .....	697
Letters containing receipts, paid notes, &c .....	2, 842
Letters containing postage-stamps .....	3, 688
Photographs .....	7, 444
Parcels of merchandise, books, &c .....	31, 912
	<hr/> 50, 690
Destroyed:	
Letters containing nothing of value which could not be returned to writers, including 133,100 letters forwarded to writers and returned upon failure to deliver .....	2, 539, 477
Parcels containing magazines, pamphlets, fruit, cake, seeds, &c .....	17, 513
	<hr/> 2, 556, 990

## FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries :

Returned to country of origin :		
Registered letters.....	12, 146	
Ordinary letters .....	424, 390	
Parcels of printed matter, &c.....	20, 094	456, 630
Delivered to addressees upon their application :		
Registered letters.....	418	
Ordinary letters .....	161	
Parcels of printed matter, &c .....	12	591
Misdirected matter forwarded to correct address :		
Registered letters.....	67	
Ordinary letters .....	11, 130	
Parcels of printed matter, &c.....	873	12, 070
On hand under treatment :		
Registered letters.....	357	
Ordinary letters .....	7, 550	7, 907
Total .....		477, 198

## MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead-letter office from foreign countries during the year as undeliverable:

Registered letters.....	1, 209	
Ordinary letters .....	175, 365	
Parcels of printed matter, &c .....	33, 862	210, 436

## DEAD REGISTERED MATTER.

Of the 16,742 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders.....	15, 853	
Returned to postmasters and awaiting receipts.....	71	
Filed upon failure to discover ownership and subject to future reclamation.....	818	16, 742

## REVENUE FROM DEAD MATTER.

The amount received in postage-stamps on insufficiently prepaid letters forwarded to destination and upon articles of third and fourth class matter returned to senders was \$2,082.18.

There was deposited in the United States Treasury to the credit of the Post-Office Department \$7,239.47 in money separated from dead letters which could not be restored to the senders, and \$1,915.43 realized from auction sale in January last of articles of merchandise for which no owners could be found.

There was an increase of 402,277 pieces of matter of all classes received and treated, or 9 per cent. over the preceding year. The decrease shown in the held-for-postage letters is due to the reduction in the rate of postage and the present regulation which directs postmasters at mailing offices to notify the addressees of insufficiently

prepaid matter of its detention, and to require the payment of the postage before its transmission. This regulation having met the approval of the public where applied, was extended in December last to all post-offices.

The misdirected and missent letters received show a marked increase over the last year; but not greater in proportion than was to be expected from the increase in the mail service of the whole country.

The number of undelivered foreign letters returned to the country of origin is still largely in excess of those returned to the United States by foreign countries. One reason for this excess may be found in the fact that of the 456,219 ordinary foreign letters received, 51,805 were sent to the dead-letter office as misdirected.

Statistics more in detail concerning the operations of the dead-letter office will be found in tables marked No. 9 to 15.

#### DIVISION OF REGISTRATION.

The total number of letters and parcels registered during the fiscal year ended June 30, 1884, was 11,246,545, of which 8,068,338 were domestic letters, 1,005,865 were domestic parcels of third and fourth-class matter, 466,902 were letters registered to foreign countries, 29,488 were parcels of third and fourth-class matter registered to foreign countries, and 1,675,952 were letters and parcels registered for the Government, and by law exempted from the payment of registry fees.

The amount of registry fees collected during the year was \$957,059.30, being an increase over the previous year of \$30,509.60, or 3.3 per cent.

The increase in the number of letters and parcels registered was 651,829, or 6.2 per cent.

#### LOSSES.

During the year 8,365 registered letters and parcels were reported to the chief inspector as having been lost or rifled. Of this number 5,917 were found to have been properly delivered or accounted for, and 1,932 are still under investigation, leaving the actually ascertained losses at 516 cases, or one out of about 21,795 pieces mailed. Taking into account the large amount of matter registered, this is the smallest average of losses which has occurred since the organization of the registry system. This gratifying state of things may properly be attributed to the improvements made in the machinery of this branch of the service during recent years, by which additional safeguards were provided, the work lessened, and the security enhanced. Much credit is, however, due to the inspectors for the zeal manifested and the skill displayed by them in the management of cases reported for their investigation.

The average proportion of increase in the registration of letters upon which fees are paid is somewhat diminished as compared with that of former years. The real cause for this decrease has not been definitely ascertained, but sufficient data has been obtained to justify the belief that the introduction of the postal-note system, as well as the stringent orders of the Department against the registration of letters addressed to lottery companies, has in no small degree contributed to bring about this result. In support of this conclusion, I would refer to a letter on the subject recently received from the postmaster at Philadelphia, Pa., in which he states that the falling off in registration at his office during the year was no doubt due to the loss of the so-called lottery letters, there having been at times as many as six hundred for M. A.



Dauphin, the agent of the Louisiana State Lottery Company, and others, registered in one day at his office.

A minute description of the changes made in the registry system during recent years, by which it was greatly simplified and improved, may be found in previous reports from this office. During the past year no new features have been added.

While the system as at present organized furnishes a safe and convenient method for transmitting valuable matter through the mails at cheap rates, yet its efficiency would be greatly increased if postmasters could be held to a more strict accountability for disobedience and disregard of instructions.

The ordinary means employed by the Department at the present time to enforce compliance with the requirements of the rules and regulations by which this branch of the postal service is governed are not, in my opinion, sufficiently effective. I would therefore recommend that the matter be brought to the attention of Congress with a view to the establishment of a system of fines and penalties to be imposed for dereliction of duty and like offenses, and regulated in conformity with the nature of each particular case.

#### DIVISION OF FILES, RECORDS, AND MAILS.

¶ The number of letters and packages received, opened, and examined during the year was 1,164,584. Of these, 1,066 contained money, and 7,221 contained stamps, envelopes, and postal cards returned for redemption.

Of the letters received, 40,860 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,487.

I have the honor to be, very respectfully, your obedient servant,  
A. D. HAZEN,

*Third Assistant Postmaster-General.*

HON. FRANK HATTON,  
*Postmaster-General.*

No. 1.—*Estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886, with explanations showing the basis upon which such estimates are made.*

## I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$174,000 00
The number of these stamps issued during the fiscal year ended June 30, 1884, was.....	1,475,820,556
Add 10 per cent. for increase.....	147,582,055
Gives estimated issue for fiscal year ending June 30, 1885.....	1,623,402,611
Add 10 per cent. for increase as before.....	162,340,261
Gives estimated number required for fiscal year ending June 30, 1886....	1,785,742,872
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over 258,000,000, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter-rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution, for postal cards, of large numbers of adhesive stamps on sealed envelopes for short circulars and other business communications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$23,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the price of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year.....	10.08
For year ended June 30, 1881, over preceding year.....	8.91
For year ended June 30, 1882, over preceding year.....	17.00
For year ended June 30, 1883, over preceding year.....	7.93
For year ended June 30, 1884, over preceding year.....	21.23

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency.....	\$8,100 00
This estimate is the same in amount as the appropriation for the present fiscal year.	

## III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets.....	\$749,000 00
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884, was.....	\$619,231 21
Add 10 per cent. for increase.....	61,923 12
Gives estimated cost for the fiscal year ending June 30, 1885.....	681,154 33
Add 10 per cent. for increase as before.....	68,115 43
Gives estimated cost for the fiscal year ending June 30, 1886.....	749,269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage; it is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from

the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has therefore been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue during the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years :

	Per cent.
For year ended June 30, 1880, over preceding year.....	16.6
For year ended June 30, 1881, over preceding year.....	9.6
For year ended June 30, 1882, over preceding year.....	12.9
For year ended June 30, 1883, over preceding year.....	1.0
For year ended June 30, 1884, over preceding year.....	23.6

#### IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

#### V.—POSTAL CARDS.

For manufacture of postal cards.....	\$239,000 00
The total number of postal cards issued during the year ended June 30, 1884, was.....	362,876,750
Add 10 per cent. for increase.....	36,287,675
Gives estimated number for year ending June 30, 1885.....	399,164,425
Add 10 per cent. for increase, as before.....	39,916,442
Gives estimated number for year ending June 30, 1886.....	439,080,867
The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is.....	\$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly seventeen million, or over 4 per cent., less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage, sealed communications have to a considerable extent taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase, proportionate to the general increase of business and population in the country, may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum or \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement :

	Per cent.
For year ended June 30, 1880, over preceding year.....	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

#### VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency..... \$7,300 00

This estimate agrees with the present appropriation.

## VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered-package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one, but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

## VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters ..... \$2,000 00

By law (sections 3913, 3976, 3977, 3978 Revised Statutes,) this appropriation is necessary for the payment to masters or owners of vessels, not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

## IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$2,900 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

## X.—MISCELLANEOUS.

For miscellaneous items..... \$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

*Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.*

Items.	Amount appropriated year ending June 30, 1885.	Estimate for year ending June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$148,000 00	\$174,000 00	\$28,000 00	19.1
Postage-stamp agency.....	8,100 00	8,100 00	.....	.....
Stamped envelopes and wrappers.....	644,000 00	749,000 00	105,000 00	16.3
Stamped-envelope agency.....	18,000 00	18,000 00	.....	.....
Postal cards.....	232,000 00	239,000 00	7,000 00	3.0
Postal-card agency.....	7,300 00	7,300 00	.....	.....
Registered-package, post-office, and dead-letter envelopes.....	140,000 00	140,000 00	.....	.....
Ship, steamboat, and way letters.....	1,500 00	2,000 00	500 00	33.3
Engraving, printing, and binding drafts and warrants.....	2,500 00	2,000 00	*500 00	*20.0
Miscellaneous.....	1,000 00	1,000 00	.....	.....
<b>Total.....</b>	<b>1,198,400 00</b>	<b>1,338,400 00</b>	<b>140,000 00</b>	<b>11.7</b>

\* Decrease.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,

*Third Assistant Postmaster-General.*

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,

October 30, 1884.

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quar  
RECEIPTS.

	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.
Letter-postage paid in money .....	\$39,016 15	\$1,021 67
Box-rents and branch offices .....	462,100 87	464,560 56
Fines and penalties .....	8,498 00	5,752 75
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards .....	10,083,509 53	10,678,674 22
Dead letters .....	1,699 01	2,306 16
Revenue from money-order business .....		
Miscellaneous .....	6,044 65	7,301 24
	10,595,867 71	11,159,616 00

Comparison, including revenue from money-order business:

Decrease of receipts from year ended June 30, 1883, \$2,170,565.53 or 4.7+ per cent.

## EXPENDITURES.

Compensation of postmasters .....	2,908,654 19	2,744,327 56
Compensation of clerks for post-offices .....	1,138,265 95	1,151,484 20
Compensation of letter-carriers and incidental expenses .....	844,322 53	874,545 51
Wrapping-paper .....	10,066 68	5,893 37
Twine .....	19,326 00	9,878 80
Postmarking and canceling stamps .....	2,920 58	2,369 26
Mailing implements, fourth-class offices .....		
Letter-balances .....	10,850 20	285 40
Rent, light, and fuel for post-offices .....	103,091 54	109,799 58
Stationery .....	31,844 05	11,412 01
Furniture for post-offices .....	775 53	2,373 01
Miscellaneous, office of First Assistant Postmaster-General .....	13,054 23	14,864 60
Inland mail transportation:		
Railroad .....	2,988,051 19	3,005,846 49
Star .....	1,308,129 29	1,260,257 40
Steamboat .....	152,616 31	149,656 34
Transportation by postal cars .....	378,761 09	392,437 72
Special and necessary facilities, railroad trunk lines .....	46,205 31	46,205 31
Compensation of railway postal clerks .....	972,263 52	998,984 94
Compensation of mail messengers .....	189,801 51	215,348 17
Compensation of route agents .....		
Mail locks and keys .....	1,176 00	10,938 48
Mail bags and catchers .....	101,288 63	62,222 45
Post-route maps .....		
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of courts, and counsel .....	48,817 13	42,487 49
Postage-stamps .....	32,577 05	32,859 34
Distribution of postage-stamps .....	1,725 00	1,772 45
Stamped envelopes and newspaper-wrappers .....	140,925 94	170,821 44
Distribution of stamped envelopes and newspaper-wrappers .....	3,740 00	4,009 08
Postal cards .....	55,486 76	50,426 13
Distribution of postal cards .....	1,708 00	1,716 30
Registered package envelopes, locks and seals, and official and dead- letter envelopes .....	26,012 22	23,218 58
Ship, steamboat, and way letters .....	447 67	378 38
Engraving, printing, and binding drafts and warrants .....	1,394 75	145 00
Advertising .....	7,216 86	3,628 60
Miscellaneous, office of Postmaster-General .....	37 72	
Foreign mail transportation .....	62,904 13	91,786 85
Balances due foreign countries .....		609 10
Transfer, foreign mails at Chicago .....		
Miscellaneous:		
Second Assistant Postmaster-General .....	61 90	116 50
Third Assistant Postmaster-General .....	40 00	
Money-order building .....		
Rent, money-order building .....		
Furniture, money-order building .....	1,093 63	
Refund of money erroneously received .....		
Raw-hide trunks, railway mail service .....		
Compensation of postmasters under readjustments .....		
	11,606,251 09	11,402,965 84

Total expenditures for transportation of the mails for year ended June 30, 1884. \$19,542,206 16

Total expenditures for transportation of the mails for year ended June 30, 1883.. 18,070,021 32

Increase year ended June 30, 1884..... 1,472,184 84  
(or 8.1+ per ct.)

# RECEIPTS AND EXPENDITURES.

543

ters, for the fiscal year ended June 30, 1884, compared with fiscal year ended June 30, 1883.

## RECEIPTS.

Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total year ended June 30, 1884.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1883.	Compared with year ended June 30, 1883.	
					Increase.	Decrease.
\$47,436 28	\$23,400 92	\$110,875 02	-----	\$146,219 35	-----	\$35,344 33
482,109 97	495,281 67	1,904,052 57	-----	1,882,064 91	\$21,987 66	-----
1,823 50	10,055 87	21,130 12	-----	9,752 24	11,377 88	-----
10,302,166 01	9,681,503 90	40,745,853 66	-----	43,014,043 58	-----	2,268,189 92
3,412 92	2,201 10	9,619 19	-----	12,279 83	-----	2,660 64
-----	519,492 08	519,492 08	-----	411,619 37	107,872 71	-----
6,619 63	7,138 92	27,104 44	-----	32,713 83	-----	5,608 89
10,843,568 31	10,739,074 46	43,338,127 08	-----	45,508,692 61	141,238 25	2,311,803 78
-----	-----	45,508,692 61	-----	-----	-----	141,238 25
-----	-----	2,170,565 53	-----	-----	-----	2,170,565 53

Comparison, excluding revenue from money-order business:

Decrease of receipts from year ended June 30, 1883, \$2,278,438.24 or 5.0 per cent.

## EXPENDITURES.

2,838,040 46	2,792,806 66	11,283,830 87	\$5,950 98	10,315,394 46	968,436 41	-----
1,192,578 55	1,252,729 72	4,735,058 42	20,369 97	4,367,079 41	367,979 01	-----
889,669 93	895,668 55	3,504,206 52	2,528 28	3,173,306 51	330,900 01	-----
1,973 89	7,054 24	24,988 18	-----	21,999 95	2,988 23	-----
10,348 90	23,444 71	62,998 41	-----	58,999 93	2,998 48	-----
2,068 83	3,812 15	10,670 32	-----	14,992 46	-----	4,322 14
-----	-----	-----	186 48	34,544 54	-----	84,544 54
68 60	8,794 15	10,998 35	-----	14,917 79	5,080 56	-----
104,891 35	112,512 11	430,294 58	9,580 96	431,039 77	-----	745 19
11,744 94	4,967 23	59,968 23	1,608 73	55,000 00	4,968 23	-----
3,760 94	2,781 48	9,690 96	7 50	19,815 38	-----	10,124 42
13,184 53	16,215 33	57,318 99	2,245 18	70,992 79	-----	13,673 80
3,029,249 52	3,108,803 15	12,131,950 35	621,190 14	11,155,179 74	976,770 61	-----
1,233,857 93	1,271,920 14	5,074,164 16	85,255 75	4,661,528 75	412,637 41	-----
128,263 08	145,734 70	576,270 41	951 66	605,434 80	-----	29,164 39
394,067 48	409,733 71	1,575,000 00	10,597 29	1,467,742 50	107,257 50	-----
46,205 31	46,205 31	184,821 24	-----	180,137 53	4,683 71	-----
1,001,889 41	999,219 33	3,971,357 20	551 88	3,688,032 78	283,324 42	-----
206,964 31	212,725 71	824,839 70	7,244 86	761,437 17	63,402 53	-----
-----	-----	-----	284 34	-----	-----	-----
5,811 52	300 00	18,226 00	15,716 52	9,293 00	8,943 00	-----
36,751 61	16,789 40	217,052 09	197 70	199,304 07	17,748 02	-----
-----	-----	-----	-----	4,794 51	-----	4,794 51
44,494 09	51,888 08	187,686 79	2,065 42	199,952 44	-----	12,265 65
37,161 95	33,576 13	135,974 47	3,895 63	109,000 00	26,974 47	-----
1,803 20	1,456 78	6,757 49	-----	7,123 28	-----	365 77
203,443 51	104,040 32	619,231 21	-----	487,475 75	181,755 46	-----
3,740 00	8,862 64	15,351 72	-----	14,964 20	387 52	-----
46,749 11	44,804 33	197,466 33	-----	206,460 75	-----	8,994 42
1,696 60	1,703 80	6,822 70	-----	6,553 46	269 24	-----
30,025 98	23,574 10	102,830 88	-----	96,949 60	5,881 28	-----
337 37	451 46	1,614 88	81 36	1,517 01	97 87	-----
-----	422 60	1,962 35	-----	1,999 22	-----	36 87
3,234 64	4,834 99	18,915 09	309 91	38,779 04	-----	10,863 95
1,039 70	73 97	1,151 39	-----	356 53	794 86	-----
93,089 58	75,213 56	322,994 12	22,343 97	291,548 66	31,445 46	-----
1,158 75	66 19	1,894 04	13,649 31	21,480 42	-----	19,586 38
-----	-----	-----	-----	6,000 00	-----	6,000 00
200 34	18 20	396 94	-----	196 15	200 79	-----
83 00	78 05	201 05	-----	228 00	-----	26 95
-----	-----	-----	-----	663 95	-----	663 95
310 59	-----	2,004 22	-----	752 68	-----	752 68
-----	-----	-----	100 00	12,743 60	-----	10,739 38
9,000 00	-----	9,000 00	-----	-----	9,000 00	-----
-----	-----	-----	42,736 30	-----	-----	-----
11,628,958 44	11,676,785 28	46,404,960 65	819,599 62	42,816,700 56	3,761,925 08	176,664 99
-----	-----	42,816,700 56	-----	-----	176,664 99	-----
-----	-----	3,588,260 09	-----	-----	3,588,260 09	-----

Increase of expenditures over year ended June 30, 1883, \$3,588,260.09, or 8.3+ per cent.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1884.

Title of appropriation.	Amount of ap- propriation.	Expended to Sept. 30, 1884.	Balance un- expended.	Excess of ex- penditures.
<i>Office of the Postmaster-General.</i>				
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c.	\$200,000 00	\$187,686 79	\$12,313 21	.....
Advertising	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items in the office of the Postmaster-General	1,500 00	1,151 39	348 61	.....
Post-route maps	1,860 00	.....	1,860 00	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices	4,775,000 00	4,735,058 42	39,941 58	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system.	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper	25,000 00	24,988 18	11 82	.....
Twine	63,000 00	62,998 41	1 59	.....
Marking and rating stamps	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices	445,000 00	430,294 58	14,705 42	.....
Office furniture	25,000 00	9,690 96	15,309 04	.....
Stationery	60,000 00	59,968 28	31 77	.....
Miscellaneous and incidental items	90,000 00	57,318 99	32,681 01	.....
Furniture for money-order building	2,004 22	2,004 22	.....	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes	12,200,000 00	12,131,950 35	68,049 65	.....
Inland mail transportation, steamboat routes	600,000 00	576,270 41	23,729 59	.....
Inland mail transportation, star routes	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service	1,575,000 00	1,575,000 00	.....	.....
Necessary and special mail facilities on trunk lines	185,000 00	184,821 24	178 76	.....
Compensation to railway postal clerks	3,977,120 00	3,971,357 20	5,762 80	.....
Compensation to mail messengers	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys	20,000 00	18,226 00	1,774 00	.....
Mail-bags and mail-bag catchers	220,000 00	217,052 09	2,947 91	.....
Miscellaneous items	1,000 00	396 94	603 06	.....
Raw-hide trunks for registered mail	9,000 00	9,000 00	.....	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers	632,000 00	619,231 21	12,768 79	.....
Stamped-envelope agency	16,000 00	15,351 72	648 28	.....
Postal cards	253,000 00	197,466 33	55,533 67	.....
Postal-card agency	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants	2,000 00	1,962 35	37 65	.....
Miscellaneous items	1,000 00	201 05	798 95	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries	60,000 00	1,894 04	58,105 96	.....
Total	46,746,037 62	46,404,960 05	675,022 72	333,945 75

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

Depositories.	Deposits.	By transfer.	Aggregate accumula- tion.	Aggregate receipts.	Increase of receipts over 1883.	Decrease of receipts from 1883.	Warrants drawn.	Increase over 1883.
<b>Treasurer United States, Washington, D. C.</b> .....	\$227, 163 76	\$58, 770 05	\$385, 933 81	\$227, 163 76	.....	\$230, 177 86	\$592 477 98	.....
Assistant treasurer United States, Boston, Mass.	314, 642 58	.....	314, 642 58	314, 642 58	.....	124, 113 71	329 010 18	.....
Assistant treasurer United States, Boston, Mass.	1, 903, 098 69	.....	1, 903, 098 69	1, 903, 098 69	.....	430, 404 08	1, 709 018 58	\$439 050 61
Assistant treasurer United States, Chicago, Ill.	3, 366, 001 83	.....	3, 366, 001 83	3, 366, 001 83	.....	625, 918 43	3, 704 231 12	719, 147 60
Assistant treasurer United States, Cincinnati, Ohio.	1, 428, 354 79	.....	1, 428, 354 79	1, 428, 354 79	.....	370, 568 61	1, 538 101 73	.....
Assistant treasurer United States, New Orleans, La.	1, 428, 354 79	100, 000 00	1, 428, 354 79	1, 428, 354 79	.....	370, 568 61	917 757 94	32 334 50
Assistant treasurer United States, New York, N. Y.	7, 739, 306 51	.....	7, 739, 306 51	7, 739, 306 51	.....	544, 290 35	7, 897 527 66	1, 123 942 86
Assistant treasurer United States, Philadelphia, Pa.	1, 822, 890 40	.....	1, 822, 890 40	1, 822, 890 40	.....	359, 846 41	2, 108 063 63	61 483 94
Assistant treasurer United States, San Francisco, Cal.	1, 767, 049 16	100, 000 00	1, 867, 049 16	1, 767, 049 16	.....	197, 059 53	1, 072 349 61	178, 205 00
Assistant treasurer United States, Saint Louis, Mo.	1, 220, 789 23	900, 000 00	2, 120, 789 23	1, 220, 789 23	.....	310, 539 30	2, 178 899 53	.....
First National Bank, Denver, Colo.	404 83	.....	404 83	404 83	.....	303 67	.....	.....
First National Bank, Galveston, Tex.	3 14	.....	3 14	3 14	.....	100 00	.....	.....
First National Bank of Helena, Helena, Mont.	205 00	.....	205 00	205 00	.....	297 16	.....	.....
First National Bank, Leavenworth, Kans.	.....	.....	.....	.....	.....	125 00	.....	.....
First National Bank, Madison, Wis.	150 00	.....	150 00	150 00	.....	28 45	.....	.....
First National Bank, Memphis, Tenn.	182 75	.....	182 75	182 75	.....	127 75	.....	.....
First National Bank, Milwaukee, Wis.	.....	.....	.....	.....	.....	.....	.....	.....
First National Bank, Montgomery, Ala.	.....	.....	.....	.....	.....	.....	.....	.....
First National Bank, Nashville, Tenn.	298 30	.....	298 30	298 30	.....	1, 292 98	.....	.....
First National Bank, Trenton, N. J.	4, 424 53	.....	4, 424 53	4, 424 53	.....	.....	.....	.....
First National Bank, Tucson, Ariz.	8, 603 41	.....	8, 603 41	8, 603 41	.....	8, 017 68	.....	.....
First National Bank, Winston, N. C.	552 22	.....	552 22	552 22	.....	.....	.....	.....
First National Bank, Yankton, Dak.	.....	.....	.....	.....	.....	1, 200 00	.....	.....
Second National Bank, Saint Paul, Minn.	100 00	.....	100 00	100 00	.....	.....	.....	.....
Second National Bank, Utica, N. Y.	1, 080 00	.....	1, 080 00	1, 080 00	.....	1, 080 00	.....	.....
Merchants' National Bank, Cleveland, Ohio.	835 00	.....	835 00	835 00	.....	843 30	.....	.....
Merchants' National Bank, Little Rock, Ark.	390 27	.....	390 27	390 27	.....	431 84	.....	.....
Merchants' National Bank, Portland, Me.	50 00	.....	50 00	50 00	.....	20 00	.....	.....
Merchants' National Bank, Savannah, Ga.	2, 052 05	.....	2, 052 05	2, 052 05	.....	833 57	.....	.....
Merchants' National Bank, Atlanta, Ga.	190 00	.....	190 00	190 00	.....	81 15	.....	.....
Atlanta Oak National Bank, Hartford, Conn.	.....	.....	.....	.....	.....	250 00	.....	.....
City National Bank, Grand Rapids, Mich.	110 00	.....	110 00	110 00	.....	264 09	.....	.....
Farmers' National Bank, Buffalo, N. Y.	200 00	.....	200 00	200 00	.....	520 00	.....	.....
Indianapolis National Bank, Indianapolis, Ind.	320 28	.....	320 28	320 28	.....	299 19	.....	.....
Kentucky National Bank, Louisville, Ky.	50 00	.....	50 00	50 00	.....	530 84	.....	.....
People's National Bank, Omaha, Neb.	46, 938 79	.....	46, 938 79	46, 938 79	.....	530 84	.....	.....
State National Bank, El Paso, Tex.	3, 571 48	.....	3, 571 48	3, 571 48	.....	35, 941 23	.....	.....
State National Bank, Springfield, Ill.	500 00	.....	500 00	500 00	.....	316 71	.....	.....
Tradescantia National Bank, Pittsburgh, Pa.	250 00	.....	250 00	250 00	.....	.....	.....	.....
The Detroit National Bank, Detroit, Mich.	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total</b> .....	19, 585, 774 64	1, 158, 770 05	20, 744, 544 69	19, 585, 774 64	19, 987 52	3, 368, 817 08	22, 012, 487 96	2, 454, 164 51
						19, 987 52		684, 212 57
						3, 348, 829 56		1, 769, 951 64



No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1884.

Title of appropriation.	Amount of appropriation.	Expended to Sept. 30, 1884.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Mall deprecations and post-office inspectors, and fees to United States marshals, attorneys, &c.	\$200,000 00	\$187,686 79	\$12,313 21	
Advertising	40,000 00	18,915 09	21,084 91	
Miscellaneous items in the office of the Postmaster-General	1,500 00	1,151 39	348 61	
Post-route maps	1,800 00		1,800 00	
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	10,950,000 00	11,283,830 87		\$333,830 87
Compensation to clerks in post-offices	4,775,000 00	4,735,058 42	39,941 58	
Payment to letter-carriers and the incidental expenses of the free-delivery system	3,514,653 40	3,504,206 52	10,446 88	
Wrapping-paper	25,000 00	24,983 18	11 82	
Twine	63,000 00	62,998 41	1 59	
Marking and rating stamps	20,000 00	10,470 32	9,329 68	
Letter-balances, test-weights, and scales	20,000 00	19,998 35	1 65	
Rent, light, and fuel for post-offices	445,000 00	430,294 58	14,705 42	
Office furniture	25,000 00	9,690 98	15,309 04	
Stationery	60,000 00	58,968 29	31 77	
Miscellaneous and incidental items	90,000 00	57,318 99	32,681 01	
Furniture for money-order building	2,004 22	2,004 22		
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes	12,200,000 00	12,131,950 35	68,049 65	
Inland mail transportation, steamboat routes	600,000 00	576,270 41	23,729 59	
Inland mail transportation, star routes	5,250,000 00	5,074,164 16	175,835 84	
Railway post-office car service	1,575,000 00	1,575,000 00		
Necessary and special mail facilities on trunk lines	185,000 00	184,821 24	178 76	
Compensation to railway postal clerks	3,977,120 00	3,971,357 20	5,762 80	
Compensation to mail messengers	865,000 00	824,830 70	40,169 30	
Mail locks and keys	20,000 00	18,226 00	1,774 00	
Mail-bags and mail-bag catchers	220,000 00	217,052 09	2,947 91	
Miscellaneous items	1,000 00	396 94	603 06	
Raw-hide trunks for registered mail	9,000 00	9,000 00		
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps	140,000 00	135,974 47	4,025 53	
Postage-stamp agency	8,100 00	6,757 49	1,342 51	
Stamped envelopes and newspaper wrappers	632,000 00	619,231 21	12,768 79	
Stamped-envelope agency	16,000 00	15,351 72	648 28	
Postal cards	253,000 00	197,466 35	55,533 67	
Postal-card agency	7,300 00	6,822 70	477 30	
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	102,830 88	37,169 12	
Ship, steamboat, and way letters	1,500 00	1,614 88		114 88
Engraving, printing, and binding drafts and warrants	2,000 00	1,962 85	37 65	
Miscellaneous items	1,000 00	201 05	798 95	
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails	350,000 00	322,994 12	27,005 88	
Balances due foreign countries	60,000 00	1,894 04	58,105 96	
<b>Total</b>	<b>46,746,037 62</b>	<b>46,404,960 65</b>	<b>675,022 72</b>	<b>333,945 75</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

## COMPARATIVE STATEMENT BETWEEN FISCAL YEARS OF 1883 AND 1884 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1883 .....	\$22,934,604 20				\$22,012,467 96
Deposits for fiscal year 1884 .....	19,585,774 64				20,242,516 32
Decrease in deposits for 1884 .....	3,348,829 56				1,769,951 64
Decrease of receipts for 1884 .....	3,368,817 08				8,483,835 39
Product increase of receipts for 1884 .....	19,987 52				6,057,142 07
Decrease for 1884, as shown above .....	3,348,829 56				2,426,693 32
					70,408
					48,278
					22,180

A. D. HAZEN,

Third Assistant Postmaster-General.

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1884.*

## ORDINARY POSTAGE STAMPS.

Denominations.	Quarter ending Sept. 30, 1883.	Quarter ending Dec. 31, 1883.	Quarter ending March 31, 1884.	Quarter ending June 30, 1884.	Total.
1-cent .....	84,582,100	96,221,900	102,338,100	93,814,700	376,956,800
2-cent .....	157,598,100	238,918,900	278,928,200	251,623,900	927,069,100
3-cent .....	95,461,000	5,000	25,200	34,900	95,526,100
4-cent .....	1,541,200	5,244,200	4,800,500	4,558,050	16,143,950
5-cent .....	5,197,080	6,111,000	7,570,580	6,635,740	25,514,400
6-cent .....	898,050		40,900	53,750	991,400
10-cent .....	3,496,540	3,712,420	4,885,750	3,916,370	16,013,080
15-cent .....	282,340	265,280	377,880	166,740	1,092,200
30-cent .....	75,600	110,910	150,930	96,460	433,900
90-cent .....	7,250	6,220	7,740	5,920	27,130
Total .....	349,141,260	350,595,810	399,124,860	360,906,530	1,459,768,460
Value .....	\$7,658,408 00	\$6,705,967 00	\$7,773,149 00	\$6,839,920 00	\$29,077,444 00

## NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

2-cent .....	112,480	118,620	119,420	118,660	469,180
4-cent .....	85,595	86,830	94,825	88,525	355,775
6-cent .....	59,795	49,885	64,420	53,035	227,135
8-cent .....	45,810	39,225	48,865	39,620	173,520
10-cent .....	90,290	78,795	95,365	94,685	359,135
12-cent .....	43,310	41,110	41,845	39,585	165,850
24-cent .....	42,700	40,165	47,545	42,325	172,735
36-cent .....	24,885	20,605	26,130	22,515	94,135
48-cent .....	16,555	16,105	17,685	15,625	65,970
60-cent .....	18,250	18,235	22,195	19,880	78,560
72-cent .....	7,795	8,855	11,965	8,815	37,430
84-cent .....	5,800	9,430	7,950	8,330	31,510
96-cent .....	15,980	17,370	17,295	15,965	66,610
\$1.92 .....	8,370	11,245	11,070	9,380	40,065
\$3.00 .....	7,695	10,978	8,708	8,559	35,941
\$6.00 .....	3,958	5,514	4,706	5,227	19,405
\$9.00 .....	2,425	3,459	2,979	3,111	11,974
\$12.00 .....	2,520	3,797	3,374	3,507	13,198
\$24.00 .....	1,260	1,775	1,730	1,025	5,790
\$36.00 .....	614	1,081	1,053	857	3,605
\$48.00 .....	475	965	826	550	2,816
\$60.00 .....	1,711	2,926	2,687	2,235	9,559
Total .....	598,274	586,970	652,638	602,016	2,439,896
Value .....	\$383,855 70	\$559,189 60	\$526,242 50	\$453,930 00	\$1,923,217 80

## ORDINARY STAMPED ENVELOPES AND WRAPPERS.

ORDINARY STAMPED ENVELOPES.					
1-cent .....	8,197,500	10,126,750	10,865,500	9,592,250	38,782,000
2-cent .....	19,608,350	32,266,550	25,887,750	25,811,850	103,574,500
3-cent .....	4,295,500				4,295,500
4-cent .....	104,150	185,200	68,400	88,550	441,300
5-cent .....	9,750	31,500	50,750	24,000	116,000
6-cent .....	8,550	250			8,800
10-cent .....	500	750		5,000	6,250
15-cent .....	500	250			750
80-cent .....			500		500
90-cent .....	100		100		200
NEWSPAPER WRAPPERS.					
1-cent .....	10,822,250	9,567,250	10,032,750	10,539,500	40,961,750
2-cent .....	1,151,250	970,750	1,342,000	1,065,000	4,529,000
Total .....	44,198,400	53,149,260	48,247,750	47,121,150	192,716,550
Value .....	\$810,191 34	\$967,241 83	\$843,417 31	\$826,178 09	\$3,453,028 57

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denominations.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
1-cent .....	886,250	1,238,500	1,473,500	1,098,500	4,696,750
2-cent .....	21,781,500	33,603,750	31,323,500	30,837,500	117,545,250
3-cent .....	6,697,000				6,697,000
4-cent .....	129,500	181,500	104,500	95,000	510,500
5-cent .....	10,500	17,000	14,500	10,500	52,500
6-cent .....	13,000				13,000
15-cent .....	500				500
Total .....	29,518,250	35,040,750	32,915,000	32,041,500	129,515,500
Value .....	\$719,493 30	\$772,378 70	\$721,443 25	\$705,445 30	\$2,918,760 55

POSTAGE-DUE STAMPS.

1-cent .....	853,300	863,000	912,600	837,700	3,467,500
2-cent .....	1,679,100	2,032,100	2,204,000	1,990,400	7,905,600
3-cent .....	682,050	50,500	11,700		724,250
5-cent .....	100,190	76,500	158,060	119,800	454,550
10-cent .....	220,300	147,370	402,380	251,220	1,021,270
30-cent .....	6,830	2,210	16,050	1,170	26,360
50-cent .....	5,810	1,848	5,010		12,668
Total .....	3,527,680	3,174,428	3,709,800	3,200,290	13,612,198
Value .....	\$94,000 00	\$70,945 00	\$109,018 00	\$79,648 00	\$353,611 00

POSTAL CARDS.

1 cent .....	101,941,500	92,644,000	85,888,500	82,815,500	362,789,500
2-cent .....	25,000	30,500	14,750	17,000	87,250
Total .....	101,966,500	92,674,500	85,903,250	82,332,500	362,876,750
Value .....	\$1,019,915 00	\$927,050 00	\$859,180 00	\$823,495 00	\$3,629,640 00

OFFICIAL POSTAGE-STAMPS.

1-cent .....	44,000	168,000	198,250	156,600	556,850
2-cent .....	216,000	534,800	462,550	817,100	1,530,450
3-cent .....	404,000	10,000	15,050	13,000	442,050
6-cent .....	207,000	80,500	91,300	28,500	407,300
7-cent .....	1,000				1,000
10-cent .....	214,000	16,500	22,250	2,100	254,850
12-cent .....	29,500	22,500	24,250	4,100	80,350
15-cent .....	19,500	6,000	2,500	12,000	40,000
24-cent .....	15,500	21,100	6,350	600	43,550
30-cent .....	7,800	8,600	7,350	1,620	26,370
90-cent .....	3,100	750	2,100	1,720	7,670
Total .....	1,161,400	858,750	831,950	537,340	3,389,440
Value .....	\$66,085 00	\$30,975 00	\$28,292 00	\$14,688 00	\$140,040 00

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

## OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO WAR DEPARTMENT.

Denomination.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
<b>ENVELOPES.</b>					
2-cent .....		5,000			5,000
3-cent .....	6,250				6,250
6-cent .....	250				250
12-cent .....	100				100
<b>NEWSPAPER WRAPPERS.</b>					
1-cent .....	600,000		600,000	600,000	1,800,000
<b>Total</b> .....	606,600	5,000	600,000	600,000	1,811,600
<b>Value</b> .....	\$6,826 26	\$109 00	\$6,600 00	\$6,600 00	\$20,135 26

## RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1,459,768,460	\$29,077,444 00
Newspaper and periodical stamps .....	2,439,898	1,923,217 80
Ordinary stamped envelopes, plain .....	147,225,800	2,907,340 32
Ordinary stamped envelopes, request .....	129,515,500	2,918,760 55
Newspaper wrappers .....	45,490,750	545,688 25
Postage-due stamps .....	13,612,198	353,611 00
Postal cards .....	362,876,750	3,629,640 00
Official postage-stamps .....	8,389,440	140,040 00
Official stamped envelopes and wrappers .....	1,811,600	20,135 26
<b>Aggregate</b> .....	<b>2,166,130,396</b>	<b>41,515,877 18</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 6.—*Official postage-stamps.*

Denominations.	State Depart- ment.	Treasury De- partment.	War Depart- ment.	Interior Depart- ment.	Department of Justice.	Department of Agriculture.	Total.
1-cent .....	2,000		534,700	20,000		150	556,850
2-cent .....	2,000		957,800	570,000	1,000	150	1,530,450
3-cent .....			181,000	260,000	1,000	50	442,050
6-cent .....			277,800	130,000			407,800
7-cent .....			1,000				1,000
10-cent .....	4,000	200,000	40,700	10,000		150	254,850
12-cent .....	2,000		67,700	10,500		150	80,350
15-cent .....	4,000		25,500	10,500			40,000
24-cent .....	1,000		31,900	10,500		150	43,550
30-cent .....	1,500		23,470	250		150	25,370
90-cent .....	500		6,920	250			7,670
<b>Total</b> .....	<b>17,000</b>	<b>200,000</b>	<b>2,147,490</b>	<b>1,022,000</b>	<b>2,000</b>	<b>950</b>	<b>3,389,440</b>
<b>Value</b> .....	<b>\$2,440</b>	<b>\$20,000</b>	<b>\$83,575</b>	<b>\$33,855</b>	<b>\$50</b>	<b>\$120</b>	<b>\$140,040</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1884.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	380,424,300	84,440,500	362,789,500		827,654,300
Two-cent .....	934,974,700	225,648,750	87,250	469,180	1,161,179,880
Three-cent .....	96,250,350	10,992,500			107,242,850
Four-cent .....	16,143,850	951,800		355,775	17,451,525
Five-cent .....	25,968,850	168,500			26,137,450
Six-cent .....	991,800	21,800		227,135	1,240,735
Eight-cent .....				173,520	173,520
Ten-cent .....	17,034,350	6,250		359,185	17,399,735
Twelve-cent .....				165,850	165,850
Fifteen-cent .....	1,092,200	1,250			1,093,450
Twenty-four cent .....				172,735	172,735
Thirty-cent .....	460,260	500			460,760
Thirty-six cent .....				94,135	94,135
Forty-eight cent .....				65,970	65,970
Fifty-cent .....	12,668				12,668
Sixty-cent .....				78,560	78,560
Seventy-two cent .....				37,430	37,430
Eighty-four cent .....				31,510	31,510
Ninety-cent .....	27,130	200			27,330
Ninety-six cent .....				66,610	66,610
One dollar and ninety-two cent .....				40,065	40,065
Three-dollar .....				35,941	35,941
Six-dollar .....				19,405	19,405
Nine-dollar .....				11,974	11,974
Twelve-dollar .....				13,198	13,198
Twenty-four dollar .....				5,790	5,790
Thirty-six dollar .....				3,605	3,605
Forty-eight dollar .....				2,816	2,816
Sixty-dollar .....				9,559	9,559
Aggregate .....	1,473,380,658	322,232,050	362,876,750	2,439,898	2,160,929,356
Value .....	\$29,431,055 00	\$6,371,789 12	\$3,629,640 00	\$1,923,217 80	\$41,355,701 92

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent .....	556,850	1,800,000			2,356,850
Two-cent .....	1,530,450	5,000			1,535,450
Three-cent .....	442,050	6,250			448,300
Six-cent .....	407,300	250			407,550
Seven-cent .....	1,000				1,000
Ten-cent .....	254,850				254,850
Twelve-cent .....	80,350	100			80,450
Fifteen-cent .....	40,000				40,000
Twenty-four cent .....	43,550				43,550
Thirty-cent .....	25,870				25,870
Ninety-cent .....	7,670				7,670
Aggregate .....	3,869,440	1,811,600			5,201,040
Value .....	\$140,040 00	\$20,135 26			\$160,175 26
Total of all .....	1,476,770,098	324,043,650	362,876,750	2,439,898	2,166,130,396
Value .....	\$29,571,095 00	\$6,391,924 38	\$3,629,640 00	\$1,923,217 80	\$41,515,877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

## OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO WAR DEPARTMENT.

Denomination.	Quarter end- ing Sept. 30, 1883.	Quarter end- ing Dec. 31, 1883.	Quarter end- ing March 31, 1884.	Quarter end- ing June 30, 1884.	Total.
<b>ENVELOPES.</b>					
2-cent .....		5,000			5,000
3-cent .....	6,250				6,250
6-cent .....	250				250
12-cent .....	100				100
<b>NEWSPAPER WRAPPERS.</b>					
1-cent .....	600,000		600,000	600,000	1,800,000
<b>Total</b> .....	<b>606,600</b>	<b>5,000</b>	<b>600,000</b>	<b>600,000</b>	<b>1,811,600</b>
<b>Value</b> .....	<b>\$6,826 26</b>	<b>\$109 00</b>	<b>\$6,600 00</b>	<b>\$6,600 00</b>	<b>\$20,135 26</b>

## RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1,459,768,480	\$29,077,444 00
Newspaper and periodical stamps .....	2,439,898	1,923,217 80
Ordinary stamped envelopes, plain .....	147,225,800	2,907,340 32
Ordinary stamped envelopes, request .....	129,515,500	2,918,760 55
Newspaper wrappers .....	45,490,750	545,688 25
Postage-due stamps .....	13,612,198	353,611 00
Postal cards .....	362,876,750	3,629,640 00
Official postage-stamps .....	8,389,440	140,040 00
Official stamped envelopes and wrappers .....	1,811,600	20,135 26
<b>Aggregate</b> .....	<b>2,166,130,396</b>	<b>41,515,877 18</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 6.—*Official postage-stamps.*

Denominations.	State Depart- ment.	Treasury De- partment.	War Depart- ment.	Interior Depart- ment.	Department of Justice.	Department of Agriculture.	Total.
1-cent .....	2,000		534,700	20,000		150	556,850
2-cent .....	2,000		957,800	570,000	1,000	150	1,530,450
3-cent .....			181,000	280,000	1,000	50	442,050
6-cent .....			277,300	130,000			407,300
7-cent .....			1,000				1,000
10-cent .....	4,000	200,000	40,700	10,000		150	254,850
12-cent .....	2,000		67,700	10,500		150	80,350
15-cent .....	4,000		25,500	10,500			40,000
24-cent .....	1,000		31,900	10,500		150	43,550
30-cent .....	1,500		23,470	250		150	25,370
90-cent .....	500		6,920	250			7,670
<b>Total</b> .....	<b>17,000</b>	<b>200,000</b>	<b>2,147,490</b>	<b>1,022,000</b>	<b>2,000</b>	<b>950</b>	<b>3,389,440</b>
<b>Value</b> .....	<b>\$2,440</b>	<b>\$20,000</b>	<b>\$83,575</b>	<b>\$33,855</b>	<b>\$50</b>	<b>\$120</b>	<b>\$140,040</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1884.*

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	380, 424, 300	84, 440, 500	362, 789, 500		827, 654, 300
Two-cent .....	934, 974, 700	225, 648, 750	87, 250	469, 180	1, 161, 179, 880
Three-cent .....	96, 250, 350	10, 992, 500			107, 242, 850
Four-cent .....	16, 143, 950	931, 800		355, 775	17, 451, 525
Five-cent .....	25, 968, 950	168, 500			26, 137, 450
Six-cent .....	991, 800	21, 800		227, 135	1, 240, 735
Eight-cent .....				173, 520	173, 520
Ten-cent .....	17, 094, 350	6, 250		359, 135	17, 399, 735
Twelve-cent .....				165, 850	165, 850
Fifteen-cent .....	1, 092, 200	1, 250			1, 093, 450
Twenty-four cent .....				172, 735	172, 735
Thirty-cent .....	460, 280	500			460, 780
Thirty-six cent .....				94, 135	94, 135
Forty-eight cent .....				65, 970	65, 970
Fifty-cent .....	12, 668				12, 668
Sixty-cent .....				78, 560	78, 560
Seventy-two cent .....				37, 430	37, 430
Eighty-four cent .....				31, 510	31, 510
Ninety-cent .....	27, 130	200			27, 330
Ninety-six cent .....				66, 610	66, 610
One dollar and ninety-two cent .....				40, 065	40, 065
Three-dollar .....				35, 941	35, 941
Six-dollar .....				19, 405	19, 405
Nine-dollar .....				11, 974	11, 974
Twelve-dollar .....				13, 198	13, 198
Twenty-four dollar .....				5, 790	5, 790
Thirty-six dollar .....				3, 605	3, 605
Forty-eight dollar .....				2, 816	2, 816
Sixty-dollar .....				9, 559	9, 559
Aggregate .....	1, 473, 380, 658	322, 232, 050	362, 876, 750	2, 439, 898	2, 160, 929, 356
Value .....	\$29, 431, 055 00	\$6, 371, 789 12	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 355, 701 92

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent .....	558, 850	1, 800, 000			2, 356, 850
Two-cent .....	1, 530, 450	5, 000			1, 535, 450
Three-cent .....	442, 050	6, 250			448, 300
Six-cent .....	407, 300	250			407, 550
Seven-cent .....	1, 000				1, 000
Ten-cent .....	254, 850				254, 850
Twelve-cent .....	80, 350	100			80, 450
Fifteen-cent .....	40, 000				40, 000
Twenty-four cent .....	43, 550				43, 550
Thirty-cent .....	25, 370				25, 370
Ninety-cent .....	7, 670				7, 670
Aggregate .....	3, 389, 440	1, 811, 600			5, 201, 040
Value .....	\$140, 040 00	\$20, 135 26			\$160, 175 26
Total of all .....	1, 476, 770, 098	324, 043, 650	362, 876, 750	2, 439, 898	2, 166, 130, 396
Value .....	\$29, 571, 095 00	\$6, 391, 924 38	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 515, 877 18

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 8.—Table showing the increase in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1884, over those of the preceding year.

Articles issued.	1883.		1884.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	1,202,743,800	\$30,307,179 00	1,456,768,460	\$39,077,444 00	257,024,660	\$8,770,265 00	21.36+	\$4.05+
Newspaper and periodical stamps .....	2,207,039	1,752,564 50	2,439,898	1,923,217 80	231,959	170,653 30	10.50+	9.73+
Ordinary stamped envelopes, plain .....	114,251,950	2,831,096 87	147,225,800	2,907,340 32	32,973,850	76,243 45	28.86+	2.69+
Ordinary stamped envelopes, request .....	100,578,250	3,129,774 15	120,615,500	2,918,760 55	20,037,250	*211,013 60	28.77+	*6.74+
Newspaper wrappers .....	44,436,250	530,188 75	45,490,750	545,688 25	1,054,500	15,499 50	2.37+	2.92+
Postage-due stamps .....	12,609,900	404,915 90	13,612,198	353,611 00	1,002,298	*51,304 90	7.95+	*12.67+
Postal cards .....	379,516,750	3,796,090 00	362,876,750	3,629,640 00	*16,640,000	*166,450 00	*4.36+	*4.38+
Total issues for sale to the public .....	1,856,344,839	42,751,809 17	2,160,929,356	41,355,701 92	304,584,517	*1,396,107 25	16.41—	*3.20+
Add official stamps .....	2,575,830	125,839 20	3,390,440	140,040 00	813,610	14,200 80	31.59—	11.28+
Add official stamped envelopes and wrappers .....	2,769,000	82,671 20	1,811,600	20,135 26	*957,400	*12,535 94	*34.57+	*38.87
Total of all issues .....	1,861,689,669	42,910,319 57	2,166,130,396	41,515,877 18	304,440,727	*1,394,442 39	16.35+	*3.25

\* Decrease.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 9.—Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters: Unopened from last fiscal year..... 271,900 Received during the year..... 3,560,128	3,832,028	Domestic mailed letters.....	56,218	3,686,410	89,400
Domestic unmailable letters: Held for postage..... 2,559 From last fiscal year..... 131,027 Received during the year..... 133,588		Domestic unmailable letters: Held for postage..... 16,712 Containing unmailable articles..... 1,797 Misdirected..... 239,019 Blank..... 14,134	75,700	69,687	599
Containing unmailable articles..... 133,588 Misdirected..... 1,797 Blank (without address)..... 14,134		Domestic third and fourth-class matter.....			
Domestic third and fourth-class matter (packages) Foreign matter: From last fiscal year (letters)..... 4,189 Received during the year (letters)..... 452,030	464,236 69,637	Foreign matter: Letters..... 448,312 Printed matter, samples, &c..... 20,979			7,907
Printed matter, samples, &c., returnable to country of origin..... 456,219					
20,979	477,198				
Total.....	4,843,090	Total.....	617,921	4,127,272	97,906

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 10.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1884.

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.												
Containing—		Number.	Value.	Containing—		On hand.		Delivered.		Filed.		De- stroyed.		Outstanding.	
						Num- ber.	Value.	Number.	Value.	Num- ber.	Value.	Number.	Num- ber.	Value.	
Money:															
Outstanding from last fiscal year ..		787=	\$2,305 51												
On hand from last fiscal year .....		1,389=	2,771 50												
Received during the year .....		17,387=	33,770 17												
Drafts, checks, notes, &c.:		19,563	\$38,847 18	Money .....		1,344	\$2,576 94	13,062	\$25,808 47	4,107	\$7,663 15		1,050	\$2,788 62	
Outstanding from last fiscal year ..															
Received during the year .....															
Merchandise, books, &c., received during the year .....		20,869	1,861,569 19	Drafts, checks, &c.				19,014	1,874,708 43	697	60,650 97		1,158	428,209 79	
Receipts, paid notes, &c., received during the year .....		95,191		Merchandise, books, &c.				45,710		31,912		*17,513	56		
Photographs received during the year .....		34,399		Receipts, paid notes, &c.				31,557		2,842					
Postage-stamps received the year .....		88,248		Photographs .....				30,904		7,444					
Nothing of value .....		84,098		Postage-stamps .....				80,400		3,683					
		3,837,655		Nothing of value .....				1,298,178					12,639,477		
Total .....		4,130,113	1,900,416 87	Total .....		1,344	2,576 94	1,518,825	1,400,616 90	50,690	68,314 12	2,566,990	2,264	429,008 41	

\* Magazines, pamphlets, fruit, cake, seeds.  
Including 183,100 returned to writers, and, writers not being found, again sent to the dead-letter office.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 11.—Statement showing number of pieces, classification, and disposition of unavailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

[illegible]

No. 11.—*Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.*—Continued.

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1888 .....	2, 559
Treated by circular during the year:	
Domestic address .....	16, 734
Foreign address .....	4, 599
	<u>21, 333</u>
	<u>23, 892</u>
Forwarded in reply to circular during the year:	
Domestic address .....	12, 756
Foreign address .....	8, 328
	<u>16, 084</u>
Turned over to opening branch .....	<u>7, 209</u>
	<u>23, 293</u>
Awaiting reply to circular July 1, 1884 .....	599

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money .....	5, 637
Drafts, notes, money-orders, &c .....	4, 259
Paid notes, canceled checks, &c .....	7, 550
Merchandise, books, chromos, &c .....	2, 170
Photographs .....	5, 306
Postage-stamps .....	13, 623
No value .....	468, 286
Total .....	<u>506, 831</u>
Containing valuables, turned over to different branches for record .....	38, 545
Containing nothing of value, returned to writer .....	246, 164
Containing nothing of value, destroyed .....	<u>222, 122</u>
Total .....	<u>506, 831</u>

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 12.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1884.

RECEIVED.		DISPOSITION.				
Class.	Number	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—						
On hand July 1, 1883.....	344	Registered letters..	12, 148	418	67	357
Received during the year..	12, 644					
	12, 988					
Ordinary letters—		Ordinary letters....	424, 390	161	11, 130	7, 550
On hand July 1, 1883.....	3, 845					
Received during the year..	439, 386					
	443, 231	Printed matter.....	20, 064	12	673	.....
Printed matter .....	20, 979					
Total .....	477, 198	Total .....	456, 630	591	12, 070	7, 907

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 13.—Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

Class.	Number.
Registered letters.....	1, 209
Ordinary letters.....	175, 365
Printed matter, &c.....	83, 862
Total.....	210, 436

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 14.—Table showing amount of dead matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1884.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Antigua.....	1	86	.....	37	2	49	76	127
Argentine Republic.....	17	256	19	292	.....	408	1	409
Austria-Hungary.....	2,425	13,345	1,264	17,034	.....	.....	.....	.....
Bahamas.....	1	289	.....	290	.....	195	.....	195
Barbadoes.....	1	112	.....	113	.....	148	98	246
Belgium.....	75	1,757	52	1,884	.....	.....	.....	.....
Bermuda.....	.....	223	2	225	.....	128	.....	128
Brazil.....	41	403	20	464	.....	86	.....	86
British Guiana.....	5	84	.....	89	.....	147	346	493
British Honduras.....	1	48	.....	49	.....	46	.....	46
British India.....	23	505	101	629	.....	.....	.....	.....
Canada.....	1,540	100,105	551	102,196	377	79,366	1,008	80,751
Ceylon.....	.....	27	1	28	.....	.....	.....	.....
Chili.....	12	382	5	399	2	410	3,417	3,829
Costa Rica.....	.....	24	7	31	.....	15	.....	15
Cuba.....	29	1,310	29	1,368	.....	1,384	2,217	3,551
Danish West Indies.....	.....	129	.....	129	.....	189	.....	189
Denmark.....	60	5,778	167	6,006	.....	.....	.....	.....
Dominica.....	.....	7	.....	7	.....	9	.....	9
Ecuador.....	.....	26	.....	26	.....	.....	.....	.....
Egypt.....	6	92	.....	98	.....	.....	.....	.....
France.....	253	7,590	7,889	15,732	.....	4,279	2,367	6,646
French West Indies.....	.....	37	.....	37	.....	.....	.....	.....
Germany.....	2,625	77,329	1,384	81,488	.....	.....	.....	.....
Great Britain.....	1,494	101,090	2,730	105,314	620	43,177	4,984	48,781
Greece.....	22	139	18	174	.....	.....	.....	.....
Grenada.....	2	2	.....	2	.....	31	.....	31
Guatemala.....	2	81	2	85	.....	2	.....	2
Hawaii.....	10	563	8	581	.....	237	.....	237
Hayti.....	2	53	1	58	.....	29	.....	29
Honduras, Republic of.....	1	64	.....	66	.....	105	.....	105
Hong-Kong.....	3	1,170	4	1,177	.....	269	66	335
Italy.....	1,481	39,085	2,636	43,202	91	2,512	1,364	4,467
Jamaica.....	2	235	.....	237	2	806	.....	808
Japan.....	8	.....	24	350	.....	128	8	136
Java, Netherlands Indies.....	7	70	.....	77	.....	17	5	22
Luxembourg.....	19	464	8	486	.....	.....	.....	.....
Mauritius.....	1	21	.....	22	.....	.....	.....	.....
Mexico.....	37	3,585	21	3,643	2	3,148	996	4,146
Montserrat.....	.....	1	.....	1	.....	.....	.....	.....
Netherlands.....	52	2,241	613	2,866	.....	.....	.....	.....
Netherlands West Indies.....	3	51	1	55	.....	9	.....	9
Neville.....	.....	3	.....	3	.....	.....	.....	.....
Newfoundland.....	8	405	2	415	.....	509	21	530
New South Wales.....	21	695	15	731	28	1,078	12	1,116
New Zealand.....	9	599	6	614	11	436	415	862
Nicaragua.....	.....	59	1	60	.....	13	.....	13
Norway.....	178	13,410	312	13,900	.....	.....	.....	.....
Paraguay.....	.....	1	1	2	.....	.....	.....	.....
Peru.....	1	5	.....	6	.....	.....	.....	.....
Philippines.....	.....	78	1	79	.....	212	.....	212
Porto Rico.....	1	37	.....	37	.....	.....	.....	.....
Portugal.....	79	77	2	80	.....	.....	.....	.....
Queensland.....	11	2,526	47	2,652	14	379	429	522
Roumania.....	.....	11	1	257	8	228	4	235
Roumania.....	26	173	4	203	.....	.....	.....	.....
Russia.....	755	8,651	368	9,774	.....	.....	.....	.....
St. Christopher's.....	.....	18	.....	18	.....	.....	.....	.....
St. Lucia.....	.....	8	1	4	.....	16	1	17
St. Vincent.....	.....	14	.....	14	.....	1	.....	1
Sao Salvador.....	1	33	.....	34	.....	.....	.....	.....
Santo Domingo.....	.....	59	1	60	.....	161	.....	161
Servia.....	4	9	.....	13	.....	.....	.....	.....
Siam (Bangkok).....	.....	2	.....	2	.....	.....	.....	.....
Spain.....	84	723	773	1,530	7	214	225	446
Straits Settlements.....	1	43	.....	44	.....	41	.....	41
Surinam.....	.....	13	.....	13	.....	8	.....	8
Sweden.....	293	31,276	787	32,356	.....	.....	.....	.....
Switzerland.....	237	4,766	244	5,247	.....	.....	.....	.....
Tobago.....	.....	2	1	3	.....	2	.....	2
Trinidad.....	2	70	1	73	1	27	15	43
Turkey.....	12	107	5	124	.....	.....	.....	.....
Turk's Island.....	.....	12	.....	12	.....	.....	.....	.....

## DISPOSITION OF DEAD LETTERS.

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No. 14.—Table showing amount of dead matter returned and received, &amp;c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
United States of Colombia.....	4	381	5	400	13	847	2,505	3,365
Uruguay.....	14	109	4	127	.....	379	.....	379
Venezuela.....	6	114	3	123	2	106	.....	108
Victoria.....	10	465	9	484	28	669	8	700
Postal Union.....	.....	.....	.....	.....	10	30,763	12,823	43,586
Miscellaneous.....	.....	.....	.....	.....	1	2,497	1	2,499
Total.....	12,146	424,390	20,094	456,630	1,209	175,865	33,862	210,436

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 15.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1884.

Number and class of letters received.		How disposed of.	
Domestic—		Delivered without being opened—	
Official.....	37	To foreign branch.....	12,644
Ordinary.....	2,328	To Executive Departments....	37
Request.....	1,733	Card and request.....	1,733
	4,098		14,414
Foreign.....	12,644	Opened.....	2,328
Total.....	16,742	Total.....	16,742

Contents of letters opened.	Number.	Disposition of letters opened.			
		Delivered.	Filed.		Total.
			At once.	Returned and filed.	
Drafts, money orders, &c.....	214	185	1	19	214
Money.....	615	468	12	129	615
Photographs, receipts, certificates, &c.....	195	171	10	14	195
Merchandise.....	246	130	60	56	246
Nothing of value.....	1,058	485	307	266	1,058
Total.....	2,328	1,439	390	428	2,328

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 16.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1883.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama .....	23,557	984	228	25	4,994
Arkansas .....	24,149	704	89	13	4,806
California .....	34,107	10,193	5,670	291	5,609
Colorado .....	27,701	3,509	1,628	93	2,372
Connecticut .....	24,590	5,477	2,010	96	42,137
Delaware .....	3,077	88	64		400
Florida .....	20,111	1,047	208	16	1,890
Georgia .....	28,069	1,154	255		4,912
Illinois .....	91,671	15,893	8,754	235	19,381
Indiana .....	56,769	1,524	507	11	9,547
Iowa .....	59,415	1,843	1,403	18	13,886
Kansas .....	39,068	2,056	627	8	9,374
Kentucky .....	35,189	13,249	271	9	4,737
Louisiana .....	30,623	4,336	779	59	3,065
Maine .....	30,791	1,251	1,845	12	3,022
Maryland .....	22,507	1,541	785	107	1,921
Massachusetts .....	51,342	13,238	9,537	576	4,071
Michigan .....	64,691	2,848	6,347	83	10,633
Minnesota .....	39,506	1,669	2,969	20	5,815
Mississippi .....	20,528	1,454	100	3	4,655
Missouri .....	80,593	9,784	1,720	84	10,880
Nebraska .....	27,125	1,389	864	24	4,920
Nevada .....	5,545	559	372	8	888
New Hampshire .....	14,336	641	975	10	1,622
New Jersey .....	33,074	1,576	2,866	59	2,606
New York .....	176,380	65,016	27,957	2,618	92,131
North Carolina .....	32,551	927	57		6,631
Ohio .....	96,931	6,122	3,754	123	14,595
Oregon .....	14,109	1,380	665	11	2,367
Pennsylvania .....	129,503	14,141	9,182	266	13,762
Rhode Island .....	8,025	1,482	1,025	16	620
South Carolina .....	19,868	751	165	1	2,946
Tennessee .....	33,994	1,276	132	5	5,451
Texas .....	51,634	4,081	2,217	286	11,424
Vermont .....	13,957	589	854	3	1,748
Virginia .....	43,417	2,337	277	23	4,500
West Virginia .....	22,644	483	134	2	2,600
Wisconsin .....	52,803	1,938	2,556	167	8,158
Alaska Territory .....	61	26	6		3
Arizona Territory .....	8,927	706	246	18	356
Dakota Territory .....	29,586	906	1,139	26	2,712
District of Columbia .....	29,827	1,639	333	28	13,018
Idaho Territory .....	9,619	491	132	1	667
Indian Territory .....	5,104	169	31		344
Montana Territory .....	11,317	1,140	538	15	1,073
New Mexico Territory .....	9,067	925	210	42	619
Utah Territory .....	9,053	700	371	35	814
Washington Territory .....	10,277	532	462	19	1,143
Wyoming Territory .....	5,471	904	113	38	431
Total .....	1,713,099	206,871	103,389	5,603	366,836

# STATISTICS OF REGISTRATION.

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State and Territory in the United States during the fiscal year ended June 30, 1884.

Quarter ended December 31, 1883.					Quarter ended March 31, 1884.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
31,915	1,347	199	11	6,429	35,025	1,053	172	3	5,737
33,242	1,174	147	10	5,708	35,468	767	146	1	5,148
43,297	19,855	7,495	507	7,432	40,822	10,612	6,038	316	7,015
31,000	7,777	1,999	278	3,153	26,843	4,678	1,794	162	3,183
28,186	8,034	2,574	154	65,128	28,717	8,614	2,103	177	56,511
3,617	164	173	6	561	3,678	106	140	4	515
24,259	1,801	308	21	2,073	29,830	1,886	307	21	2,112
87,238	1,960	497	1	5,924	38,138	1,490	366		5,947
118,998	25,046	10,651	482	25,069	122,192	18,578	9,144	221	25,120
68,452	2,529	1,060	24	11,671	74,346	1,594	735	12	12,066
85,365	3,712	1,952	75	18,024	80,315	2,081	2,097	34	14,652
63,328	4,700	930	50	11,880	69,913	2,957	1,133	18	12,645
41,502	6,966	360	17	5,331	45,836	6,206	364	10	5,697
35,565	5,360	1,567	60	3,978	36,018	4,475	1,460	71	4,126
26,294	2,942	1,903	50	4,234	34,376	1,898	1,754	40	4,153
20,973	2,328	1,162	69	2,664	28,068	1,697	990	77	2,678
64,050	17,111	11,828	875	6,061	66,454	13,673	8,967	281	6,167
77,738	4,172	7,306	116	14,435	75,461	4,138	6,517	144	14,015
55,345	3,608	3,693	54	8,195	51,036	2,403	3,564	37	7,645
28,307	2,225	137	3	5,609	30,476	1,690	1,069	2	5,583
99,567	16,049	2,465	179	13,181	109,603	11,851	2,076	105	12,702
37,540	2,790	1,284	75	7,016	42,043	1,959	1,496	26	6,467
7,301	1,354	499	27	1,074	5,802	697	394	16	991
16,939	928	1,190	17	2,551	16,952	510	1,161	12	2,767
31,562	2,681	3,411	104	8,743	32,165	1,804	2,827	53	3,756
196,078	101,911	86,990	4,020	93,207	193,436	73,469	33,531	3,721	91,877
41,545	1,433	94	1	7,509	45,688	1,194	80		7,296
116,962	10,015	4,618	250	18,796	122,321	7,274	3,886	131	18,832
20,094	2,001	1,321	40	3,115	19,589	1,432	658	17	2,553
452,843	20,126	11,167	778	17,688	458,436	16,439	10,363	907	17,473
8,363	2,176	1,439	88	963	8,259	1,631	1,058	19	963
28,082	1,010	243	3	3,293	27,704	771	287	1	3,306
41,887	1,642	151	3	5,844	47,074	1,406	173		5,917
70,428	6,382	2,617	298	12,764	72,846	5,401	2,535	1,172	13,074
17,524	1,905	965	12	2,544	17,376	837	1,021	9	2,562
50,335	3,453	300	52	5,241	56,104	2,610	828	23	5,096
26,223	619	160	11	3,182	26,282	469	156	6	2,936
70,753	3,755	3,152	159	11,599	70,604	2,191	3,104	72	10,961
36	66	1		6	83	64	1		4
10,671	1,097	251	12	469	9,863	785	287	8	364
40,333	1,928	1,717	80	2,670	35,991	1,222	1,911	23	3,341
31,861	3,109	506	72	8,639	32,503	3,021	438	62	8,248
11,015	740	167	5	679	10,121	436	120	1	699
6,471	327	68	2	421	6,878	234	85	3	403
14,646	2,176	677	42	1,190	15,121	1,390	626	21	929
10,702	644	236	28	965	10,632	1,181	220	14	1,033
11,047	1,288	854	72	997	11,490	853	486	48	1,026
14,312	1,330	635	83	1,355	16,818	711	567	27	1,262
7,065	1,357	207	22	533	6,519	978	178	28	481
2,120,836	316,763	182,826	8,767	447,143	2,183,749	233,420	117,963	8,158	431,976

No. 16.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1884.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	32,742	1,121	169	3	6,196	123,239	4,505
Arkansas.....	32,689	906	167	9	5,211	125,528	3,551
California.....	41,065	10,867	5,921	346	7,312	159,291	51,527
Colorado.....	26,728	4,514	1,690	264	3,044	112,312	20,478
Connecticut.....	26,511	8,446	1,673	143	54,399	109,004	30,571
Delaware.....	3,675	83	136	1	523	14,047	441
Florida.....	28,676	1,605	336	24	2,257	102,876	6,239
Georgia.....	34,409	1,325	182	.....	5,738	137,854	5,929
Illinois.....	110,824	17,972	9,413	210	25,161	443,685	77,489
Indiana.....	65,460	1,606	532	14	12,202	265,027	7,253
Iowa.....	71,117	1,897	1,676	15	18,373	296,212	9,536
Kansas.....	66,045	2,693	986	13	12,387	238,964	12,406
Kentucky.....	36,875	8,709	304	8	8,938	159,402	35,130
Louisiana.....	34,696	5,289	1,171	62	4,170	136,902	19,460
Maine.....	35,598	1,580	1,796	28	4,073	141,059	7,671
Maryland.....	26,441	1,936	1,220	63	2,657	97,989	7,502
Massachusetts.....	60,772	13,389	9,580	497	5,817	242,618	57,411
Michigan.....	71,907	3,456	5,916	53	15,173	289,797	14,614
Minnesota.....	48,312	2,173	3,126	31	7,303	194,259	9,853
Mississippi.....	30,925	1,881	1,171	42	5,470	110,236	7,253
Missouri.....	97,846	11,657	2,044	124	12,958	387,599	49,341
Nebraska.....	39,560	1,876	1,127	50	6,063	146,268	8,014
Nevada.....	5,691	448	371	135	949	24,339	3,040
New Hampshire.....	16,288	521	965	1	2,476	64,515	2,668
New Jersey.....	81,717	1,765	2,701	72	3,696	128,518	8,126
New York.....	192,982	89,728	32,484	2,851	89,243	758,800	330,124
North Carolina.....	43,826	1,031	110	14	6,884	163,010	4,591
Ohio.....	114,686	6,575	3,444	175	18,332	450,980	29,986
Oregon.....	18,556	1,251	1,055	37	4,125	72,348	6,064
Pennsylvania.....	149,621	16,733	9,021	793	17,712	590,403	67,442
Rhode Island.....	7,670	1,823	1,014	23	802	32,317	7,112
South Carolina.....	24,047	764	204	2	3,229	99,701	3,296
Tennessee.....	44,547	1,642	280	1	5,578	167,502	5,968
Texas.....	64,982	4,712	3,292	523	13,266	260,090	20,526
Vermont.....	16,777	704	915	2	2,536	65,634	8,435
Virginia.....	55,120	2,621	334	27	5,069	204,976	11,030
West Virginia.....	26,840	403	136	7	3,001	101,999	1,974
Wisconsin.....	63,535	1,953	2,915	85	11,119	257,695	9,837
Alaska Territory.....	72	56	.....	.....	3	252	212
Arizona Territory.....	10,465	941	215	2	491	39,926	3,529
Dakota Territory.....	38,163	1,285	1,478	16	3,447	144,073	5,341
District of Columbia.....	33,546	2,708	428	87	6,690	127,737	10,677
Idaho Territory.....	9,456	647	135	4	787	40,211	2,314
Indian Territory.....	6,421	369	55	.....	441	24,874	1,099
Montana Territory.....	13,112	1,518	658	22	798	52,196	6,224
New Mexico Territory.....	9,579	1,018	241	14	931	39,980	3,768
Utah Territory.....	10,121	738	547	34	951	41,711	3,579
Washington Territory.....	14,041	697	484	14	1,363	56,448	3,270
Wyoming Territory.....	5,940	1,183	186	28	652	24,985	4,422
Total.....	2,050,654	248,821	113,204	6,970	429,998	8,068,338	1,005,865

## RECAPIT

Total domestic letters.....	.....
Total domestic parcels.....	.....
Total foreign letters.....	.....
Total foreign parcels.....	.....
Free.....	.....
Grand total.....	.....
Fees received.....	.....

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of let- ters and parcels registered for year ended June 30, 1884.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Per cent.		
Letters.	Parcels.					Fees.	Letters and parcels.	Fees.
768	42	23,356	151,910	\$12,855 40	7,651	\$265 60	5.3	2.1
549	33	20,963	150,624	12,968 10	10,339	604 80	7.3	4.8
25,024	1,460	27,368	264,670	23,730 20	26,275	1,791 90	11.0	8.1
7,111	797	11,752	152,450	14,069 80	*6,883	*995 90		
8,560	570	218,175	368,880	14,870 50	54,919	767 30	17.0	5.4
513	11	1,999	17,011	1,501 20	114	*47 50		
1,159	82	8,332	118,788	11,045 60	23,868	2,213 10	25.1	25.5
1,300	1	22,421	167,505	14,508 40	6,828	189 60	4.2	9.0
38,002	1,148	94,731	635,055	56,032 40	45,602	1,958 50	7.4	3.6
2,894	61	45,516	320,751	27,523 50	16,170	437 90	5.3	1.2
7,128	142	68,935	381,953	31,301 80	11,177	*843 70	8.0	
3,676	89	46,286	301,421	25,513 50	23,804	848 90	8.5	8.4
1,299	44	24,903	220,778	19,587 50	12,339	601 20	4.1	3.1
4,077	252	15,939	177,530	16,159 10	*1,053	*501 00		
7,298	130	15,542	171,700	15,615 80	15,987	970 80	10.2	6.6
4,157	316	9,920	119,884	10,966 40	8,035	523 40	7.1	4.9
39,912	1,729	22,116	363,786	34,167 00	9,774	162 80	2.7	0.4
26,086	396	54,256	385,149	33,089 30	18,450	*303 00	3.6	
13,352	142	28,858	246,564	21,760 60	10,735	237 40	4.5	1.1
517	50	21,317	139,370	11,805 30	*1,091	*504 30		
8,805	492	49,701	495,438	44,573 70	44,247	2,897 20	9.8	6.9
4,771	175	24,486	183,694	15,822 80	30,188	2,093 10	19.6	15.1
1,636	188	3,902	33,113	2,921 10	*1,507	*218 00		
4,291	40	9,416	80,662	7,144 60	3,365	*6 80	4.3	
11,805	268	13,803	162,540	14,873 70	5,116	63 90	3.2	0.4
129,962	13,219	366,458	1,598,563	123,210 50	93,079	3,855 00	6.1	2.7
341	16	28,322	196,279	16,795 70	19,820	1,391 80	11.2	9.0
15,702	679	70,555	567,852	49,729 70	1,878	*1,823 70		
3,699	105	12,160	94,376	8,221 60	20,023	1,550 10	26.0	22.3
39,733	2,744	66,634	766,956	70,032 20	3,799	*1,665 30		
4,536	96	3,347	47,408	4,406 10	2,848	173 40	6.2	4.1
899	7	12,776	116,679	10,390 30	5,274	333 80	4.7	3.3
736	9	27,780	197,005	17,421 50	11,087	707 90	5.9	4.2
10,661	2,279	51,528	345,084	29,355 60	21,234	1,232 70	6.5	4.3
3,755	26	9,410	82,260	7,285 00	4,748	76 60	6.1	1.6
1,239	125	19,896	237,266	21,737 00	22,298	1,863 40	13.7	9.8
586	26	11,719	116,304	10,458 50	11,040	802 00	14.8	8.3
11,727	483	41,827	321,569	27,974 20	14,938	276 20	4.8	0.9
8		16	48	47 20	279	27 00	133.0	133.0
999	40	1,700	46,194	4,449 40	2,142	189 60	4.8	4.4
6,245	95	13,170	168,924	15,575 40	37,296	3,100 40	28.3	25.1
1,705	249	36,595	176,963	14,036 80	*19,384	3,496 40		33.1
554	11	2,813	45,903	4,309 00	3,639	262 20	8.6	6.4
239	5	1,608	27,826	2,621 70	2,793	238 70	11.1	10.0
2,499	101	3,990	65,010	6,102 00	1,690	33 50	2.66	
907	98	3,538	48,291	4,475 30	*3,237	*450 70		
2,258	189	3,787	51,524	4,778 70	*1,074	*189 90		
2,138	93	5,153	66,102	6,094 90	20,606	1,876 40	45.2	42.3
684	116	2,087	32,294	3,020 70	5,614	495 40	21.1	19.6
466,902	29,488	1,675,952	11,246,545	957,059 30	651,829	30,509 60	6.2	3.3

\* Decrease.

# ULATION.

8,068,338	9,074,203
1,005,885	
466,902	496,390
29,488	
1,675,952	1,246,545
11,246,545	\$957,059 30

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 18.—Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1894.

Description.	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.	Total.
Letters registered.....	371,337	101,551	123,400	51,045	211,874	859,807
Registered letters received for delivery.....	1,072,520	292,540	508,697	256,767	451,036	2,581,480
Parcels of third and fourth class registered.....	890,958	13,952	15,183	750	5,074	925,917
Parcels of third and fourth class received for delivery.....	283,472	42,711	62,658	32,424	10,913	432,178
Registered packages received.....	1,089,386	299,060	23,552	8,773	14,398	59,718
Registered packages in transit.....	790,271	163,117	454,447	217,212	409,335	2,359,440
Through registered pouches made up and mailed.....	813,052	104,904	926,780	754,748	224,232	2,801,148
Through registered pouches in transit.....	28,061	10,708	147,369	73,156	120,058	1,260,539
Internal revenue through registered pouches dispatched.....	28,236	112	28,171	23,413	11,455	1,101,808
Postal-note packages received and mailed.....	32,863	10,814	3,799	373	652	31,492
Postage-stamp packages received and mailed.....	9,994	.....	26,313	23,193	11,477	104,660
.....	193,451	.....	.....	.....	3,922	3,922
.....	.....	.....	.....	.....	3,729	3,729
.....	.....	.....	.....	.....	.....	9,994
.....	.....	.....	.....	.....	.....	264,938
Total number of registered letters, parcels, packages, and pouches handled.....	5,531,621	947,308	2,820,269	1,503,092	1,478,455	11,830,743
Value of gold coin received in registered mail.....	\$950,000	.....	.....	.....	.....	\$950,000

A. D. HAZEN.

Third Assistant Postmaster-General.



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REPORT  
OF  
THE SUPERINTENDENT  
OF THE  
POSTAL MONEY-ORDER SYSTEM  
FOR THE  
FISCAL YEAR ENDED JUNE 30, 1884.

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# REPORT.

## OF THE

# SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., November 29, 1884.*

SIR: I have the honor to submit the following report of the transactions of the postal money-order system for the fiscal year, which closed on the 30th of June last. The data it contains are of special interest, inasmuch as during the last ten months of that period the postal-note business, an entirely new and untried feature of the postal system of this country, was in operation at all money-order offices concurrently with the money-order business.

### NUMBER OF MONEY-ORDER OFFICES.

Since the date of my last report the largest annual increase has been made to the number of money-order offices that has occurred since the system began.

On June 30, 1883, there were in operation 5,927 money-order offices. During the last fiscal year there were added 391, and discontinued 8. On June 30, 1884, there were 6,310 money-order offices, and since the last mentioned date the system has been extended to 760 and discontinued at 4; making the total number of post-offices at which money-order business is now transacted 7,066.

### ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was 7,535,694, amounting to .....	\$122, 121, 261 98
And the number of such orders paid during the same period was 7,781,716, aggregating in value .....	\$121, 101, 697 03
In addition to which there were repaid to the remitters 60,659 money-orders, of the value of.....	869, 385 77
Making the total amount of payments and repayments.....	121, 971, 082 80
And the excess of issues over payments.....	150, 179 18
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was .....	950, 065 79

As compared with the previous fiscal year there was an increase in the amount of orders issued of \$4,791,855.67, or 4.08 per cent.; an increase in the amount of orders paid of \$4,626,802.02, or 3.94 per cent.;

a decrease in the amount of fees received of \$151,756.01, or 13.77 per cent.; a decrease in the number of orders issued of 971,862, or 11.03 per cent.

#### ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 3,689,237, aggregating.....	\$7,411,992 48
And the number of notes paid during the same time was 3,350,314, of the value of.....	\$7,155,379 52
In addition to which there were repaid at the issuing offices postal notes to the number of 48,102, and amounting to .....	98,746 42
Making the total amount of payments and repayments.....	7,254,125 94
And the excess of issues over payments .....	157,866 54
The gross amount of fees received from the public was.....	110,282 98

The average amount of the money-orders issued was \$15.58, or \$2.26 more than during the preceding fiscal year, and the average fee was 12.12 cents, or thirty-nine one hundredths of a cent less than the average fee of the preceding year.

The average amount of the postal notes issued was \$2.01.

Of the total number of transactions, the money-orders comprised 68 per cent. and the postal notes 32 per cent.

The decrease in the number of domestic money-orders issued and the increase in the amount thereof are attributable to the introduction of postal notes and to the increase of the limit of a single money-order from \$50 to \$100.

During the year the Paymaster-General of the Army purchased money-orders to the amount of \$15,241.92, for the payment of the claims of colored soldiers for services rendered in the late war. These orders were not transmitted directly from the War Department to the respective payees, but were forwarded through this office, with certain blank forms and instructions to be observed by the postmasters drawn upon in order to insure correct payment of the claims.

#### DUPLICATE MONEY-ORDERS.

Annexed hereto is a statement, marked B, of the number of duplicate orders issued by this office during the fiscal year ended June 30, 1884, and of the causes which rendered the issue of such duplicates necessary.

Duplicate money-orders are issued, without expense to the owners of the originals, whenever the original order has been lost or destroyed before payment, or when the original has not been paid within the limit of one year fixed by law, after which the original becomes invalid and not payable, and when the original bears more than one indorsement, which by law likewise renders it void. Duplicates are also issued in favor of the remitters of the original orders when payment of the latter has been prohibited by the Postmaster-General to fraudulent lotteries or similar schemes for obtaining money through the mails by means of false representations.

One thousand one hundred and seventy-five duplicates were issued in lieu of invalid postal notes.

#### DRAFTS AND TRANSFERS.

If, upon presentation of money-orders to him, a postmaster finds that he has not sufficient money-order funds for the payment thereof, he is permitted to make a transfer for that purpose from the postal funds

in his hands. The total amount of such transfers made during the last fiscal year was \$904,238.80, while the sum of \$287,787.62 was retransferred to the postal fund. The balance due the latter, to wit, \$616,451.18, was repaid by a deposit made in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on November 28, 1884.

When the course of business is such that the payments of money-orders habitually exceed the issues thereof, postmasters east of the Rocky Mountains are furnished with a letter of credit on the postmaster at New York City and blank drafts with which to draw against the same. Postmasters on the Pacific Slope are supplied with funds by the San Francisco, Cal., and Portland, Oreg., post-offices. The total amount of the drafts drawn against standing credits with the postmaster at New York during the last fiscal year was \$13,014,879.42, while to Western offices the postmaster at San Francisco remitted the sum of \$229,916, and the postmaster at Portland the sum of \$51,135.00.

#### REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

All surplus money-order funds, that is to say, funds which are not at once required at the receiving offices for the payment of money-orders, must be daily remitted to some other post-office designated as a depository for such funds, there to be used, if necessary, in the transaction of money-order business, and if not required, to be again transmitted to some other depository, until eventually the actual surplus reaches the postmaster at New York. The total amount of such remittances made during the fiscal year ended June 30, 1884, was \$110,284,059.40.

#### LOST REMITTANCES.

Table C, hereto annexed, is a detailed statement of the cases of alleged lost remittances of money-order funds which were reported to the Department and were under investigation during the year. The total number of such cases was 105, amounting to \$10,682.78. Of this number, 11 cases, aggregating \$1,030, occurred during the previous fiscal year, and of these latter, 6 cases, amounting to \$676, were incomplete at the end of that year, and the remaining 5 cases, of the value of \$354, were not brought to the notice of this office until after June 30, 1883.

The amount involved in 10 remittances, to wit, \$1,929.62, was recovered during the year, and 93 cases, amounting to \$8,149.16, were referred by this office to the Assistant Attorney-General for the Post-Office Department, the officer charged with the adjudication of certain claims of postmasters under the act of March 17, 1882, entitled "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty."

Two cases, amounting to \$4, had not yet been referred at the close of the year.

#### ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the year there were presented claims for reimbursement on account of the alleged improper payment of money-orders to the number of 52. The ratio of such payments to the total number of orders paid is as 1 to 149,648.

Altogether there were under investigation 110 cases, aggregating \$2,669.33, in which number are 23 cases, amounting to \$482.64, which were unsettled at the close of last year, and 35 others which occurred during that year, but were not brought to the attention of the Department until after the close of the fiscal year.

The amount of \$699.99, involved in 25 cases, was recovered by post-office inspectors and paid to the rightful payees of the orders; the

payees themselves were held responsible for erroneous payment in 2 cases, amounting to \$8; in 5 cases the money (\$44.50), was found to have been correctly paid; the paying postmasters were held at fault in 27 cases, of the value of \$561.02; the Post-Office Department assumed the loss of \$154 in 7 cases; and 44 cases, amounting together to \$1,201.82, remained unsettled on June 30, 1884. (See tabular statement D, hereunto annexed.)

#### REVENUES AND EXPENSES.

In the report of the Auditor for this Department the receipts and expenses of the domestic money-order system for the fiscal year ended June 30, 1884, are stated as follows:

##### RECEIPTS.

Amount received for fees on orders issued.....	\$950,065 79
Amount of gain .....	330 55
Amount of premiums, &c.....	33 05
	<hr/> 950,479 39

##### EXPENDITURES.

Amount allowed postmasters for commissions .....	\$337,985 16
Amount allowed postmasters for clerk-hire .....	247,618 07
Incidental expenses.....	100,386 06
Lost remittances, burglaries, &c .....	11,037 68
Bad debts .....	5,576 83
	<hr/> 702,603 80
Excess of receipts over expenditures, being gross revenue .....	247,875 59

It is proper to explain, with reference to the above items of "commissions" and "clerk-hire," that, under the act of March 3, 1883, the rates of compensation allowed by law for the transaction of the money-order business are uniform for all post-offices; but at offices of the first class this compensation is allowed in the form of money-order clerk-hire, while at all other offices it is allowed in the form of commissions.

The cost of books, blanks, printing, and stationery required by postmasters and the Department during the fiscal year in the transaction of domestic money-order business (included in the above item of "incidental expenses"), was \$64,778.61, of which sum a part, namely, \$20,396.04, was on account of work ordered during the previous fiscal year. The gross amount paid for books, blanks, &c., on both domestic and international account was \$71,744.24. Of this amount \$21,846.26 were paid for requisitions of the preceding year.

Herewith is submitted a table (A) exhibiting the operations of the domestic money-order system for each year since its establishment.

The following is the Auditor's report of the receipts and expenses of the postal-note business:

##### RECEIPTS.

Amount received for fees on notes issued.....	\$110,282 88
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##### EXPENDITURES.

Amount allowed postmasters:	
For commissions .....	\$40,278 77
For clerk-hire .....	4,271 34
Incidental expenses .....	31,839 38
	<hr/> 76,389 49
Excess of receipts over expenditures, being gross revenue .....	33,893 39

#### EXTENSION OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Since the date of my last report international money-order communication has been opened with four additional countries, to wit: the

Hawaiian Kingdom (Sandwich Islands), Queensland, the Cape Colony (Cape of Good Hope), and the Windward Islands. Copies of the respective conventions with these countries are hereto annexed.

International money-order business is now transacted with the following eighteen foreign countries: Canada, Great Britain and Ireland, Germany, Switzerland, Italy, France, Jamaica, New Zealand, New South Wales, Victoria, Belgium, Portugal, Tasmania, British India, Hawaiian Kingdom, Queensland, Cape Colony, and Windward Islands. The exchange with the Hawaiian Kingdom commenced on January 1, 1884, with Queensland and the Cape Colony on July 1, 1884, and with the Windward Islands on October 1, 1884.

Negotiations are now pending with Japan, Sweden and Norway, and the Leeward Islands.

At the close of the fiscal year 1,516 money-order offices were authorized to issue and pay international money-orders, and 43 new international offices have since been established.

#### STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Complete data of the transactions with each foreign country during the year, with the gains and percentages of gains over the previous year, are given in the subjoined tabular statement:

	Number of orders issued	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Canadian.....	49,077	\$961,600 27	\$6,142 49	76,758	\$1,181,402 53
British.....	216,304	3,024,700 41	8,449 02	35,512	579,730 66
German.....	160,569	2,492,307 62	13,348 02	45,403	1,351,652 79
Swiss.....	15,308	295,226 64	2,200 64	4,849	140,941 11
Italian.....	27,181	736,466 35	1,435 01	1,045	28,511 60
French.....	8,813	135,825 65	1,551 57	3,605	70,871 86
Jamaica.....	139	2,770 10	23 80	1,404	37,195 65
New Zealand.....	214	5,327 45	15	1,759	22,560 13
New South Wales.....	153	3,489 09	39 61	693	14,218 78
Victoria.....	208	4,999 89	131 18	607	13,301 47
Belgian.....	914	16,124 12	173 88	1,140	23,945 91
Portuguese.....	251	7,597 03	.....	49	1,105 90
Tasmania.....	8	116 78	.....	75	898 58
India.....	81	1,244 35	29 67	505	7,049 15
Hawaiian.....	51	970 78	1 00	2,046	64,053 23
<b>Totals.....</b>	<b>479,269</b>	<b>7,688,776 53</b>	<b>33,524 04</b>	<b>175,450</b>	<b>3,537,539 33</b>

	Amount of fees received.	Amount of gain in orders issued over 1882-'83.	Percentage of gain in issues over 1882-'83.	Amount of gain in orders paid over 1882-'83.	Percentage of gain in payments over 1882-'83.	Amount of gain in fees received over 1882-'83.	Percentage of gain in fees over 1882-'83.
Canadian.....	\$16,737 20	\$454,998 35	*5.41	\$166,514 74	16.41	*\$604 50	*3.49
British.....	87,743 70	*169,426 23	*5.30	96,587 72	19.99	*3,461 80	*3.79
German.....	45,525 45	41,338 19	1.69	109,173 95	8.79	1,276 35	2.88
Swiss.....	5,074 00	22,713 81	8.33	16,561 04	13.31	443 70	9.58
Italian.....	11,758 55	96,431 00	15.07	8,531 71	42.70	1,568 30	15.39
French.....	2,600 15	14,020 35	11.51	*424 23	*09.69	1,278 75	57.56
Jamaica.....	49 65	141 48	5.38	18,990 68	104.32	3 15	6.77
New Zealand.....	89 95	490 04	10.13	2,874 91	14.60	7 75	9.43
New South Wales.....	60 95	684 62	24.41	2,533 34	21.68	10 65	21.17
Victoria.....	85 80	2,324 54	66.89	2,717 34	25.67	38 70	82.17
Belgian.....	284 65	Exchange did not go into operation until January 1, 1883.					
Portuguese.....	121 05	Exchange did not go into operation until July 1, 1883.					
Tasmania.....	2 10	Exchange did not go into operation until January 1, 1883.					
India.....	50 85	861 52	40.95	2,835 28	67.28	15 80	43.04
Hawaiian.....	17 40	Exchange did not go into operation until January 1, 1884.					
<b>Totals.....</b>	<b>170,102 35</b>						

\*Decrease.

## REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

Below are given the revenues derived from the various international systems during the fiscal years ended June 30, 1883, and June 30, 1884, respectively, as reported by the Auditor for this Department:

	1882-'83.	1883-'84.
From the Canadian business .....	\$8,361 91	\$10,380 71
From the British business (including India) .....	59,717 69	42,195 75
From the German business .....	33,207 49	15,249 46
From the Swiss business .....	6,846 09	5,031 02
From the Italian business .....	18,164 76	20,949 61
From the French business .....	1,777 74	2,097 83
From the Jamaica business .....	91 21	194 08
From the New Zealand business .....	167 61	53 97
From the New South Wales business .....	112 75	61 42
From the Victoria business .....	94 66	70 61
From the Belgian business .....	123 73	263 52
From the Portuguese business .....		106 36
From the Tasmania business .....		4 02
From the Hawaiian business .....		262 20
Loss on Tasmania business, 1882-'83 .....	128,665 64	96,900 58
	11 39	
	128,654 25	
Total for two years .....		225,554 83

## GENERAL FINANCIAL RESULTS.

The total number of money-orders (domestic and international) issued during the fiscal year ended June 30 last was 8,314,963, amounting in the aggregate to \$129,810,038.51, and the total number paid was 7,957,166, amounting, with the repayments added, to \$125,542,146.17. The gross amount of fees received was \$1,120,168.14.

The sum of \$507,323.81, the same being the gross revenue, as reported by the Auditor, from domestic and international money-order business and from postal-note business, was, in accordance with the terms of section 4050 of the Revised Statutes, deposited in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on the 29th day of November, 1884.

In order to make a fair showing of the net profit of the money-order business, it has been the practice of this office to deduct from the amount of gross revenue reported all such sums as were paid on account of money-order business from appropriations. Last year these items were as follows:

Salaries to 43 employes in the Superintendent's office .....	\$57,96 00
Salaries to 153 employes in the money-order division of the Auditor's office .....	151,560 00
Stationery furnished for use in the Superintendent's office .....	504 19
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office .....	8,557 69
Salaries of employes in the money-order building under the supervision of the Superintendent of the Post-Office Department .....	9,160 00
Rent of the money-order building .....	8,000 00
Estimated cost of furniture for and miscellaneous expenses of same .....	5,000 00
Total .....	240,741 88

After subtracting this sum from the gross revenue there remains a net profit of \$232,688.54, in addition to the revenue of \$33,893.39 from postal notes.

## RECOMMENDATIONS.

In my report of last year I recommended that all the earnings of the money-order system be deposited in the Treasury in the same manner as other postal proceeds, and that all its expenses be paid from appropriations to be combined with those for the General Post-Office Department. I respectfully urge the passage of legislation authorizing this change, which would obliterate the distinction now existing between money-order clerks and other clerks in post-offices, and would enable a postmaster to assign his clerks to any duty in his office at his judgment and discretion. This cannot now be done under construction given to existing law, because these two classes of employes are paid from entirely separate funds.

Postal notes payable to bearer are believed to be very acceptable to many patrons of the system, because the holders thereof do not require to be identified at the office of payment. It would appear to be desirable, however, that in cases where the purchaser specially requests it, postal notes be issued payable to a designated individual or his indorsee, like money-orders, and that in such cases a record of the name of the remitter and that of the payee be kept, which record would, in case of loss, serve to establish a claim to ownership of the original note, and enable the Post-Office Department to issue a duplicate thereof. It is suggested that at the request of the remitter an advice, containing the necessary information, be drawn upon a "penalty card," and sent to the paying postmaster in the open mail without envelope, like return registry receipts. In all other cases postal notes would be payable to bearer.

The table, E, appended to this report, contains the data taken from the special returns of ten of the larger money-order offices, five Northern and five Southern, during the week ended October 25, 1884. It shows that 359 out of every 1,000 money-orders paid by those offices during that week did not exceed \$5 in amount. If this ratio is maintained throughout the United States, and there is no reason to assume that it will vary to any considerable extent, a reduction of the fee for such order from 8 cents to 5 cents would be warranted by the revenue which accrued from the system. I have the honor to recommend that the reduction in question be made. Upon the basis of the ratio given above, the loss from such a reduction, if it had been in force last year, would have been \$84,390.42.

The building now occupied for the Money-Order Service in Washington is totally inadequate to the needs of the rapidly growing business. Its rooms are uncomfortably crowded with employes and the necessary furniture for their use, and files and records of great value cannot be properly stored. These disadvantages retard the work of the system. I urgently recommend that, at the coming session, Congress make appropriation for additional quarters for this office and for the money-order division of the Auditor's office.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

*Superintendent of Money-Order System.*

Hon. FRANK HATTON,  
*Postmaster-General.*



# TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1884.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	410	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,684 27		\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,589 57	44,628 96		26,200 61
June 30, 1868	1,468	16,197,854 47	16,118,537 03	124,503 19	70,345 04		54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,894 00		65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42		90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 60		101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63		105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	266,232 66		68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	337,040 42		105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 73	494,717 27	374,575 18		120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68		190,770 84
June 30, 1877	3,686	72,820,509 70	72,908,475 25	624,409 66	524,478 47		99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,698 61		202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32		223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50		257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29		252,314 64
June 30, 1882	5,491	113,400,118 21	113,384,301 90	1,054,538 62	774,197 45		280,341 17
June 30, 1883	5,927	117,329,406 31	117,344,281 78	1,102,838 42	791,133 75		311,704 67
June 30, 1884	6,210	122,121,261 98	121,971,083 80	950,479 39	702,603 80		247,875 59
Total.....		1,267,551,648 41	1,265,898,562 83				

B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1884.

		Remarks.
I.—In lieu of money-orders lost in transit .....	17,196	Being 4,217 less than during the preceding year.
II.—In lieu of money-orders payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	1,122	Being 290 more than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	645	Being 181 less than during the preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	505	Being 71 more than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	67	Being 14 more than during the preceding year.
VI.—In lieu of money-orders invalidated by reason of not being presented for payment within one year after the date of their issue.	562	Being 88 less than during the preceding year.
Total .....	20,117	

## C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1884.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported .....		105		\$10,082 78
a) Cases which occurred prior to June 30, 1883 .....	11		\$1,030 00	
b) Cases which occurred after June 30, 1883 .....	94		9,052 78	
I. Recovered during the year .....		10		1,929 62
a) Cases which occurred prior to June 30, 1883 .....	4		613 00	
b) Cases which occurred after June 30, 1883 .....	6		1,316 62	
II. Referred to Assistant Attorney-General, Post-Office Department.		93		8,149 16
a) Cases which occurred prior to June 30, 1883 .....	7		417 00	
b) Cases which occurred after June 30, 1883 .....	86		7,732 16	
III. Incomplete, and not referred to Assistant Attorney-General.		2		4 00
b) Cases which occurred after June 30, 1883 .....	2		4 00	
Total .....		105		10,082 78

## I.—RECOVERED DURING THE YEAR.

## a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.
Quasqueton .....	Iowa .....	Feb. 7, 1883	Thief .....	\$3 00	
Tazewell .....	Tennessee .....	May 5, 1883	do .....	29 00	
Do .....	do .....	May 8, 1883	do .....	241 00	
Bayou Sara .....	Louisiana .....	May 14, 1883	Postmaster, New Orleans, La.	840 00	
4 cases .....					\$613 00

## b) Cases which occurred after June 30, 1883.

Dallas .....	Arkansas .....	July 10, 1883	Postmaster, Waldron, Ark.	\$138 00	
Big Springs .....	Texas .....	Oct. 16, 1883	Late postmaster .....	554 62	
Mounds .....	Georgia .....	Nov. 15, 1883	Postmaster, Sedalia, Mo.	44 00	
Bishop Creek .....	California .....	Jan. —, 1884	Father of thief .....	80 00	
Do .....	do .....	Dec. 7, 1883	do .....	420 00	
South Natick .....	Massachusetts .....	June 10, 1884	Friends of thief .....	100 00	
6 cases .....					\$1,316 62
Total, 10 cases .....					1,929 62

## II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

## a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Floresville .....	Tex .....	Sept. 23, 1882	\$13 00
Cambridge .....	Vt .....	June 2, 1882	150 00
Butter Creek .....	Cal .....	June 21, 1883	87 00
Mokelumne Hill .....	Cal .....	June 23, 1883	60 00
Rio Grande City .....	Tex .....	June 19, 1883	200 00
Maynard .....	Iowa .....	Apr. 18, 1883	2 00
Kahoka .....	Mo .....	June 10, 1883	5 00
7 cases .....			417 00

† NOTE.—These five cases, involving an amount of \$354, and which occurred prior to June 30, 1883, were not brought to the attention of the Department until after the close of the fiscal year ended that day.

‡ Part of remittance of \$330.

## C.—Statement of money-order funds lost in transmission, &amp;c.—Continued.

## II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

b) Cases which occurred after June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Morton.....	Ill.....	July 6, 1883	\$90 00
Opelousas.....	La.....	.....	\$21 00
Clinton.....	N. C.....	July 17, 1883	\$20 00
Windsor.....	N. C.....	Aug. 7, 1883	196 00
Winton.....	N. C.....	July 23, 1883	50 00
Kokomo.....	Colo.....	Aug. 10, 1883	46 00
Red Cliff.....	Colo.....	Aug. 10, 1883	240 00
Do.....	Colo.....	Aug. 10, 1883	329 00
Coushatta.....	La.....	Aug. 3, 1883	226 00
Waynssville.....	Ga.....	Aug. 28, 1883	149 00
Robinson.....	Colo.....	Aug. 10, 1883	172 00
Jacksborough.....	Tex.....	Sept. 6, 1883	350 00
Floresville.....	Tex.....	.....	15 00
Jacksborough.....	Tex.....	Sept. 22, 1883	120 00
Franklin.....	La.....	July 4, 1883	40 00
Cheney.....	Kans.....	Sept. 18, 1883	46 00
Coushatta.....	La.....	Sept. 28, 1883	77 00
Magnolia.....	Iowa.....	July 26, 1883	\$27 00
Franklin.....	La.....	Oct. 23, 1883	\$27 00
Natchitoches.....	La.....	Oct. 21, 1883	120 00
Do.....	La.....	Oct. 29, 1883	152 00
Indianola.....	Tex.....	Oct. 16, 1883	\$10 00
Dresden.....	Tenn.....	Nov. 5, 1883	10 00
Melbourne.....	Ark.....	Oct. 23, 1883	207 00
Dublin.....	Ga.....	Nov. 15, 1883	75 00
Ravville.....	La.....	Dec. 1, 1883	\$10 00
Oxford.....	Miss.....	Nov. 15, 1883	130 00
Clayton.....	Ala.....	Nov. 6, 1883	10 00
Aberdeen.....	Miss.....	Nov. 15, 1883	100 00
Kenton.....	Tenn.....	Nov. 16, 1883	183 00
Natchitoches.....	La.....	Dec. 14, 1883	4 00
Savannah.....	Tenn.....	Nov. —, 1883	617 00
Tupelo.....	Miss.....	Nov. 16, 1883	60 00
Cassville.....	Mo.....	Dec. 10, 1883	72 00
Chicago.....	Ohio.....	Dec. 18, 1883	10 00
Beaver.....	Utah.....	Nov. 21, 1883	579 00
Saint Martinsville.....	La.....	Jan. 8, 1884	20 00
Macedonia.....	Iowa.....	Jan. 9, 1884	150 56
Saint Charles.....	Mich.....	Dec. 29, 1883	5 00
Cambria.....	Cal.....	Jan. 4, 1884	70 00
Cadiz.....	Ky.....	Dec. 13, 1883	44 80
Clinton.....	La.....	Jan. 12, 1884	\$100 00
Osceola.....	Ark.....	Jan. 22, 1884	\$145 00
Waterproof.....	La.....	Jan. 23, 1884	10 00
Boonville.....	Mo.....	Nov. 16, 1883	88 00
Rienzi.....	Miss.....	Nov. 16, 1883	167 00
Humboldt.....	Tenn.....	Nov. 16, 1883	100 00
Montague.....	Tex.....	Oct. 26, 1883	25 00
West Las Vegas.....	Colo.....	Jan. 17, 1884	170 00
Opolis.....	Kans.....	Dec. 10, 1883	48 00
Lake Providence.....	La.....	Feb. 1, 1884	5 00
Burlingame.....	Kans.....	Feb. 5, 1884	40 00
Lompoc.....	Cal.....	Dec. 7, 1883	200 00
Guntown.....	Miss.....	Nov. 16, 1883	15 00
Woodville.....	Miss.....	Feb. 14, 1884	10 00
Bavaria.....	Kans.....	.....	10 00
Mount Victory.....	Ohio.....	Feb. 25, 1884	3 00
Manchester.....	Md.....	Feb. 22, 1884	15 00
Baldwyn.....	Miss.....	Feb. 1, 1884	150 00
Farmington.....	Wash.....	Jan. 11, 1884	145 00
Cedarville.....	Ohio.....	Mar. 14, 1884	1 00
Onk Ridge.....	La.....	Mar. 15, 1884	2 00
Saint Jo.....	Tex.....	Oct. 16, 1883	462 00
Terrebonne.....	La.....	Apr. 4, 1884	1 00
Port Gibson.....	Miss.....	Apr. 7, 1884	5 00
Laurel.....	Ind.....	Mar. 18, 1884	60 00
Waynesville.....	Ga.....	Apr. 18, 1884	91 00
Seneca.....	Mo.....	Apr. 21, 1884	10 00
Crystal Springs.....	Miss.....	Apr. 28, 1884	10 00

\* Part of remittance of \$925.

\* Part of remittance of \$205.

\* Part of remittance of \$57.

\* Part of remittance of \$551.

\* Part of remittance of \$102.

\* Part of remittance of \$55.

\* Part of remittance of \$124.

\* Part of remittance of \$1,068.

\* Part of remittance of \$486.

## C.—Statement of money-order funds lost in transmission, &amp;c.—Continued.

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

b) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Saint Joseph.....	Ill.....	Apr. 15, 1884	\$17 00
New Bremen.....	Ohio.....	Apr. 23, 1884	88 00
Malden Rock.....	Wis.....	May 7, 1884	40 00
Donaldsonville.....	La.....	May 17, 1884	5 00
Houma.....	La.....	May 19, 1884	1 00
Kosciusko.....	Miss.....	May 22, 1884	1 00
Cleburne.....	Tex.....	May 17, 1884	\$21 00
Reed's Landing.....	Miss.....	May 21, 1884	10 00
Gifford.....	Ill.....	May 29, 1884	30 00
Pickens Station.....	Miss.....	June 9, 1884	2 00
Hard Times Landing.....	La.....	June 8, 1884	10 00
Farmington.....	N. H.....	June 5, 1884	18 00
Pittsborough.....	N. C.....	June 12, 1884	20 00
Buckingham Court-House.....	Va.....	June 20, 1884	135 00
Charleston.....	Miss.....	Apr. 3, 1884	128 00
Bozwell.....	Ind.....	June 17, 1884	5 00
Franklin.....	La.....	Feb. 12, 1884	3 00
86 cases.....			7, 732 16
Total 93 cases.....			8, 149 16

## III.—INCOMPLETE AND NOT REFERRED TO ASSISTANT ATTORNEY-GENERAL.

b) Cases which occurred after June 30, 1883.

McComb.....	Miss.....	June 24, 1884	\$3 00
Bonnet Carre.....	La.....	June 7, 1884	1 00
Total 2 cases.....			4 00

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1884.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid.....	110		\$2, 669 33
a) Orders issued prior to June 30, 1883.....	58	\$1, 325 33	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	52	1, 344 00	
I. Recovered.....	25		699 99
a) Orders issued prior to June 30, 1883.....	15	328 67	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	10	371 32	
II. Charged to the payee.....	2		8 00
a) Orders issued prior to June 30, 1883.....	1	3 00	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	5 00	
III. Paid to the proper payee.....	5		44 50
a) Orders issued prior to June 30, 1883.....	4	37 50	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	7 00	
IV. Charged to paying postmaster.....	27		561 02
a) Orders issued prior to June 30, 1883.....	16	307 52	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	11	253 50	
V. Charged to Department.....	7		154 00
a) Orders issued prior to June 30, 1883.....	6	147 00	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1	7 00	
VI. Unsettled.....	44		1, 201 82
a) Orders issued prior to June 30, 1883.....	16	501 64	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	28	700 18	
Total.....	110		2, 669 33

## D.—Statement of money-orders improperly paid, &amp;c.—Continued.

## I.—RECOVERED.

## a) Orders issued prior to June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
32415	Tualoosa .....	Ala.	Mar. 26, 1883	Delta .....	La.	Mar. 28, 1883	\$10 00
2392	Avilla .....	Mo.	Apr. 17, 1883	Saint Louis .....	Mo.	Apr. 24, 1883	20 00
37132	Lincoln .....	Ill.	Mar. 27, 1883	Saint Joseph .....	Mo.	Mar. 30, 1883	10 00
129920	Bowling Green .....	Ky.	Nov. 2, 1882	Louisville .....	Ky.	Nov. 4, 1882	3 40
120653	Brainerd .....	Minn.	May 1, 1883	New York .....	N. Y.	May 7, 1883	3 50
112435	Philadelphia .....	Pa.	Dec. 11, 1882	do .....	N. Y.	Dec. 12, 1882	2 50
185614	New York .....	N. Y.	Dec. 12, 1882	Boston .....	Mass.		50 00
185615	do .....	N. Y.	Dec. 12, 1882	do .....	Mass.		19 82
120841	Macon City .....	Mo.	May 21, 1883	Slater, Ill.; paid at Jamestown, Mo.	Mass.	May 22, 1883	20 00
†G. { 317 1728	New York .....	N. Y.	Jan. 11, 1883	Station L, New York.	N. Y.	Feb. 13, 1883	35 29
†G. { 61 87829	do .....	N. Y.	Dec. 9, 1882	Station C, New York.	N. Y.	Dec. 26, 1882	11 78
†L. 772	do .....	N. Y.	Jan. 27, 1882	New York .....	N. Y.	Jan. 30, 1882	47 70
†L. 773	do .....	N. Y.	Jan. 27, 1882	do .....	N. Y.	Jan. 30, 1882	45 48
†B. { 13247 6090	do .....	N. Y.	Dec. 14, 1882	do .....	N. Y.	May 2, 1883	19 54
†G. { 1 819	do .....	N. Y.	Mar. 17, 1882	Saint Cloud .....	Minn.	Oct. 14, 1882	19 68
	15 cases .....						328 67

## b) Orders issued after June 30, 1883.

40011	New Castle .....	Pa.	Aug. 23, 1883	Steubenville .....	Ohio.	Aug. 21, 1883	\$2 50
86804	Springfield .....	Mass.	Oct. 15, 1883	Providence .....	R. I.	Oct. 17, 1883	10 00
42206	Cumberland .....	Md.	Dec. 17, 1883	New York .....	N. Y.	Dec. 24, 1883	21 00
16398	Potoka .....	Ill.	Jan. 17, 1884	Bloomington .....	Ill.	Jan. 25, 1884	10 00
11744	Albuquerque .....	N. Mex.	Dec. 17, 1883	Denver .....	Colo.	Jan. 16, 1884	100 00
11762	Stroudsburg .....	Pa.	Sept. 11, 1883	New York .....	N. Y.	Sept. 27, 1883	60 00
49589	Chicago .....	Ill.	Nov. 20, 1883	do .....	N. Y.	Nov. 30, 1883	82 00
1706	Potoka .....	Ill.	May 6, 1884	Washington .....	Kans.	Mar. 22, 1884	25 00
B. { 120-92 54-25 36814	Neath .....	Eng.	Feb. 20, 1884	Uniontown .....	Pa.	Mar. 11, 1884	24 82
	Northampton .....	Mass.	June 2, 1884	Jersey City .....	N. J.	June 4, 1884	24 80
	10 cases .....						371 32
	Total, 25 cases .....						699 90

## II.—CHARGED TO THE PAYEE OF ORDER.

## a) Orders issued prior to June 30, 1883.

75131	Baltimore .....	Md.	July 1, 1882	Brooklyn .....	N. Y.	July 3, 1882	\$3 00
	1 case .....						3 00

## b) Orders issued after June 30, 1883.

48945	Concord .....	N. H.	Dec. 17, 1883	Jersey City .....	N. J.	Dec. 19, 1883	\$5 00
	1 case .....						5 00
	Total, 2 cases .....						8 00

## III.—PAID TO THE PROPER PAYEE.

## a) Orders issued prior to June 30, 1883.

89082	†Newark .....	N. J.	Apr. 12, 1883	Baraboo .....	Wis.	Apr. 19, 1883	\$20 00
93166	†Dallas .....	Tex.	June 27, 1883	Kenoasha .....	Wis.	July 2, 1883	8 00
70938	†Springfield .....	Ohio.	Oct. 3, 1881	Urbana .....	Ohio.	Oct. 12, 1881	10 00
23246	†Neillsville .....	Wis.	Apr. 4, 1883	Talladega .....	Ala.	Apr. 14, 1883	1 50
	4 cases .....						37 50

## D.—Statement of money-orders improperly paid, &amp;c.—Continued.

## III.—PAID TO THE PROPER PAYEE—Continued.

## b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
28726	Station G, New York.	N. Y.	Dec. 19, 1883	Olean .....	N. Y.	Dec. 20, 1883	\$7 00
	1 case .....						7 00
	Total, 5 cases .....						44 50

## IV.—CHARGED TO PAYING POSTMASTER.

## a) Orders issued prior to June 30, 1883.

10898	Auburn .....	Ala.	July 24, 1879	Atlanta .....	Ga.	.....	\$11 00
G. 11305	New York .....	N. Y.	Oct. 11, 1880	Newark .....	N. J.	Oct. 13, 1880	35 29
69196	Buffalo .....	N. Y.	Aug. 29, 1881	Ogdensburg .....	N. Y.	—, 1881	15 00
22602	Tarborough .....	N. C.	Jan. 4, 1880	New Berne .....	N. C.	Jan. 10, 1880	5 00
2428	Two Rivers .....	Wis.	Mar. 24, 1883	New Orleans .....	La.	Mar. 29, 1883	25 00
1005	Rich Hill .....	Mo.	Feb. 4, 1883	Fort Scott .....	Kans.	Feb. 6, 1883	5 00
66659	†Macon .....	Ga.	June 21, 1880	Station E, New York.	N. Y.	—, 1883	24 00
7219	†Chicago .....	Ill.	Apr. 24, 1882	Cincinnati .....	Ohio.	Apr. 27, 1883	25 00
29022	†Tombah .....	Wis.	May 9, 1883	La Crosse .....	Wis.	May 12, 1883	4 00
40028	†Philadelphia .....	Pa.	June 28, 1883	Look Haven .....	Pa.	July 16, 1883	14 00
86207	†Saint Louis .....	Mo.	Feb. 12, 1883	Nashville .....	Tenn.	.....	41 23
87830	†Portland .....	Ohio.	Dec. 15, 1882	New York .....	N. Y.	Jan. 3, 1883	20 00
12062	†Mason City .....	Ill.	Nov. 18, 1881	Springfield .....	Ill.	Nov. 18, 1881	10 00
76214	†New York .....	N. Y.	Sept. 11, 1882	Station D, New York.	N. Y.	Sept. 11, 1882	28 00
31052	†Bowling Green .....	Ky.	Apr. 11, 1883	Sullivan .....	Ill.	Apr. 21, 1883	20 00
6259	Louisville .....	Ky.	Dec. 18, 1882	New York .....	N. Y.	.....	25 00
	16 cases .....						307 52

## b) Orders issued after June 30, 1883.

6736	Salamanca .....	N. Y.	July 6, 1883	Brooklyn .....	N. Y.	July 10, 1883	\$10 00
28462	Chicago .....	Ill.	July 30, 1883	Cincinnati .....	Ohio.	Aug. 3, 1883	45 00
4655	Portland .....	Me.	Oct. 10, 1883	New York .....	N. Y.	Oct. 12, 1883	12 50
3596	Terre Haute .....	Ind.	Oct. 1, 1883	Park City .....	Utah.	Oct. 13, 1883	10 00
24976	Canton .....	Mo.	Sept. 18, 1883	Burlington .....	Iowa.	Sept. 21, 1883	7 00
14359	Morristown .....	N. J.	Nov. 2, 1883	Livingston .....	Mont.	Nov. 8, 1883	25 00
39056	Traverse City .....	Mich.	Nov. 9, 1883	New York .....	N. Y.	Nov. 18, 1883	25 50
18360	Flaquemine .....	La.	Dec. 5, 1883	Memphis .....	Tenn.	Dec. 28, 1883	25 00
3907	Boswell .....	Ind.	Jan. 10, 1884	Muskegon .....	Mich.	Jan. 15, 1884	50 00
50694	Wilkes Barre .....	Pa.	Mar. 14, 1884	Philadelphia .....	Pa.	Mar. 20, 1884	22 50
46354	Appleton .....	Wis.	Jan. 21, 1884	Saint Paul .....	Minn.	Jan. 24, 1884	20 00
	11 cases .....						253 50
	Total, 27 cases .....						561 02

## V.—CHARGED TO DEPARTMENT.

## a) Orders issued prior to June 30, 1883.

52350	Ann Arbor .....	Mich.	June 17, 1882	New York .....	N. Y.	June 19, 1882	\$12 00
14570	Seneca .....	Kans.	Feb. 24, 1882	Butte City .....	Mont.	May 17, 1882	40 00
15682	†Highland .....	Ill.	June 18, 1883	Mahanoy City .....	Pa.	June 27, 1883	20 00
6667	†Clark's .....	Nebr.	June 7, 1883	Denver .....	Colo.	June 9, 1883	50 00
6668	†do .....	Nebr.	June 7, 1883	do .....	Colo.	June 9, 1883	10 00
Dup. 38923 of 40618	†Beaver Dam .....	Wis.	Nov. 14, 1882	New York .....	N. Y.	Jan. 11, 1883	15 00
	6 cases .....						147 00

## D.—Statement of money-orders improperly paid, &amp;c.—Continued.

## V.—CHARGED TO DEPARTMENT—Continued.

## b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
28727	Station G, New York.	N. Y.	Dec. 19, 1883	Olean.....	N. Y.	Dec. 20, 1883	\$7 00
	1 case.....						7 00
	Total, 7 cases.....						154 00

## VI.—UNSETTLED.

## a) Orders issued prior to June 30, 1883.

Dup.	18603 } Fremont.....	Nebr.	Oct. 21, 1876	Ashland.....	Nebr.	Sept. —, —	23 00
	10626 } Dallas.....	Tex.	Jan. 16, 1882	Salisbury.....	N. C.	Jan. 21, 1882	10 00
	78172 } Rose Creek.....	Minn.	Aug. 27, 1881	Ashland.....	Nebr.	Nov. 5, 1881	50 00
	528 } do.....	Minn.	Aug. 27, 1881	do.....	Nebr.	Nov. 5, 1881	8 35
	529 } do.....	do.	do.	do.....	Nebr.	Nov. 5, 1881	42 35
	4450 } Dundalk.....	Ont.	Apr. 11, 1877	Louisville.....	Ky.	Apr. 18, 1877	42 85
	4451 } do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	30 50
	4452 } do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	5 00
	15185 } Sing Sing.....	N. Y.	May 25, 1882	Richmond.....	Va.	May 30, 1882	19 80
	61489 } Cleveland.....	Ohio.	Nov. 3, 1882	Atlanta.....	Ga.	Nov. 17, 1882	25 00
	16093 } Philadelphia.....	Pa.	Jan. 3, 1883	Richmond.....	Va.	Jan. 5, 1883	50 00
	30587 } Emporia.....	Kans.	Sept. 12, 1881	Fort Wingate.....	N. Mex.	Sept. 24, 1881	50 00
	30854 } Seattle.....	Wash.	Apr. 25, 1883	Denison City.....	Tex.	May 5, 1883	10 00
	10187 } New York.....	N. Y.	Mar. 22, 1883	Savannah.....	Ga.	Apr. 3, 1883	35 29
	4207 } Strohlem.....	Ger.	June 14, 1880	Milwaukee.....	Wis.	Dec. 15, 1880	50 00
	G. 90561 } Lainbach.....	Ger.	Jan. 15, 1883	Louisville.....	Ky.	Jan. 18, 1883	50 00
	G. 90562 } do.....	Ger.	Jan. 15, 1883	do.....	Ky.	Jan. 18, 1883	50 00
	16 cases.....						501 64

## VI.—UNSETTLED.

## b) Orders issued after June 30, 1883.

24247	Lexington.....	Va.	Aug. 8, 1883	Omaha.....	Nebr.	Aug. 31, 1883	\$5 00
14435	Bellows Falls.....	Vt.	Dec. 20, 1883	New York.....	N. Y.	Dec. 22, 1883	11 00
16092	Bodie.....	Cal.	Dec. 21, 1883	Virginia City.....	Nev.	Dec. 22, 1883	100 00
86971	Station A, New York.	N. Y.	Apr. 4, 1884	Danbury.....	Conn.	Apr. 18, 1883	100 00
86972	do.....	N. Y.	Apr. 4, 1884	do.....	Conn.	Apr. 18, 1883	50 00
86973	do.....	N. Y.	Apr. 4, 1884	do.....	Conn.	Apr. 18, 1883	10 00
17899	National Military Home	Ohio.	Apr. 15, 1884	New York.....	N. Y.	Jan. —, —	35 00
35559	Station H, New York.	N. Y.	Jan. 31, 1884	do.....	N. Y.	Feb. 4, 1884	40 00
19299	Chatfield.....	Minn.	Sept. 15, 1883	Bay City.....	Mich.	Sept. 18, 1883	12 00
40894	N. D. Station, Chicago.	Ill.	Apr. 15, 1884	Newport.....	Ark.	May 7, 1884	10 00
5850	Newbern.....	Tenn.	Jan. 26, 1884	Pine Bluff.....	Ark.	Jan. 31, 1884	10 00
14481	Boston.....	Mass.	May 5, 1884	New York.....	N. Y.	May 7, 1884	48 79
5017	New York.....	N. Y.	Jan. 21, 1884	Chicago.....	Ill.	Feb. 13, 1884	9 55
959	Lovelady.....	Tex.	Feb. 28, 1884	Waco.....	Tex.	—, —, 1884	5 50
1002	Baltimore.....	Ohio.	Nov. 17, 1883	Newark.....	Ohio.	Dec. 10, 1883	10 00
22993	Iowa Falls.....	Iowa.	Mar. 28, 1884	Lexington.....	Mich.	Apr. 8, 1884	50 00
32814	Troy.....	Ohio.	Mar. 28, 1884	Greenville.....	Ohio.	Mar. 29, 1884	25 00
65560	Scranton.....	Pa.	Nov. 28, 1883	Livingston.....	Mont.	Dec. 4, 1883	10 00
69472	Lexington.....	Ky.	Feb. 25, 1884	Frankfort.....	Ky.	Mar. 13, 1884	5 00
18421	Joplin.....	Mo.	July 13, 1883	Springfield.....	Mo.	July 14, 1883	5 00
19777	Lebanon.....	Ohio.	June 23, 1884	Xenia.....	Ohio.	June 25, 1884	10 00
6334	Reynoldsville.....	Pa.	June 4, 1884	Rochester.....	N. Y.	June 7, 1884	5 00
14867	Austin.....	Tex.	May 26, 1884	Galveston.....	Tex.	May 29, 1884	35 00
48913	San Francisco.....	Cal.	May 16, 1884	Lowell.....	Mass.	June 13, 1884	2 50
24428	do.....	Cal.	Oct. 26, 1883	Sacramento.....	Cal.	Oct. 29, 1883	29 85
97702	Station D, New York.	N. Y.	June 25, 1884	Cincinnati.....	Ohio.	June 28, 1884	5 00
7640	Perry.....	Ga.	Oct. 6, 1883	Columbia.....	S. C.	Jan. 10, 1884	50 00
14044	Fort Collins.....	Colo.	Mar. 1, 1884	Shenandoah.....	Pa.	Mar. 6, 1884	700 18
	28 cases.....						1,201 82
	Total, 44 cases.....						

† These 35 cases, amounting to \$842.69, alleged to have occurred prior to June 30, 1883, were brought to the attention of the Department after that date.

TABLE E.—Exhibiting the number and ratio per thousand of each of ten different grades of money-orders paid during the week ended October 25, 1884, at each of the money-order post-offices named below.

## NUMBER OF ORDERS PAID.

Post-office.	Not over \$5.	Over \$5 and not over \$10.	Over \$10 and not over \$15.	Over \$15 and not over \$20.	Over \$20 and not over \$40.	Over \$40 and not over \$50.	Over \$50 and not over \$60.	Over \$60 and not over \$70.	Over \$70 and not over \$80.	Over \$80 and not over \$100.	Total.
<b>NORTHERN.</b>											
1. New York .....	5,650	3,270	1,582	1,834	448	317	133	63	52	216	13,574
2. Chicago .....	3,374	2,467	1,293	1,472	346	224	90	40	23	138	9,467
3. Boston .....	1,819	977	429	522	89	60	31	12	16	43	3,948
4. Philadelphia .....	1,239	985	479	576	132	97	18	21	16	49	3,612
5. Cincinnati .....	1,061	695	392	501	101	92	38	18	35	25	2,958
Total .....	13,152	8,344	4,175	4,905	1,116	790	310	154	142	471	33,550
<b>SOUTHERN.</b>											
1. Saint Louis .....	938	879	460	725	747	414	67	47	37	162	4,476
2. New Orleans .....	463	343	196	323	95	99	37	18	21	94	1,689
3. Baltimore .....	335	405	222	328	74	84	28	24	19	55	1,574
4. Louisville .....	376	307	143	231	63	47	19	11	17	44	1,258
5. Washington .....	386	227	146	203	47	46	7	5	5	15	1,087
Total .....	2,498	2,161	1,167	1,810	1,026	690	158	105	99	370	10,064
Grand total .....	15,650	10,505	5,342	6,715	2,142	1,480	468	259	241	841	43,614

## RATIO PER 1,000 ORDERS PAID.

<b>NORTHERN.</b>											
1. New York .....	417	241	116	135	33	23	10	5	4	16	1,000
2. Chicago .....	356	261	137	155	37	24	9	4	2	15	1,000
3. Boston .....	461	235	109	132	22	15	8	3	4	11	1,000
4. Philadelphia .....	343	273	133	159	36	27	5	6	4	14	1,000
5. Cincinnati .....	359	235	138	169	34	31	13	6	13	8	1,000
Aggregate ratio .....	392	249	124	146	33	24	9	5	4	14	1,000
<b>SOUTHERN.</b>											
1. Saint Louis .....	210	196	103	162	167	93	15	10	8	36	1,000
2. New Orleans .....	274	203	116	191	56	59	22	11	12	56	1,000
3. Baltimore .....	213	257	141	209	47	53	18	15	12	25	1,000
4. Louisville .....	299	244	114	184	50	37	15	9	13	25	1,000
5. Washington .....	355	209	134	187	43	42	6	5	5	14	1,000
Aggregate ratio .....	248	214	116	179	102	68	16	10	10	37	1,000
Grand aggregate ratio .....	359	241	122	154	49	34	11	6	5	19	1,000



*Convention between the Post-Office Department of the Kingdom of Hawaii and the Post-Office Department of the United States of America, concerning the exchange of money-orders.*

The Government of his Majesty the King of Hawaii and the Government of the Republic of the United States of America, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal money-orders, the undersigned, H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Hawaii, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, and W. Q. Gresham, Postmaster General of the United States of America, in virtue of the powers vested in him by law, have agreed upon the following convention.

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at fifty dollars.

No money-order shall include a fractional part of a cent.

The amount of each order, whether issued in the United States or in the Kingdom of Hawaii, must be expressed in letters as well as in figures.

ARTICLE 2.

The Hawaiian Post-Office Department shall have power to fix the value of commission on all money-orders issued in the Kingdom of Hawaii, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Department shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Department is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be San Francisco, California, and on the part of the Hawaiian Kingdom, Honolulu.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if

relating to an order payable in the United States, the name of the State in which such office is situated; if relating to an order payable in the Hawaiian Kingdom, the name of the island.

#### ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

#### ARTICLE 6.

The advices of all money-orders issued upon the Hawaiian Kingdom by the post-offices in the United States shall be sent to the office of Exchange at San Francisco, where they shall be examined, and, if found correct, impressed with the dated stamp of that office; and transmitted, by the next direct mail, to the exchange office at Honolulu, accompanied by a list, in duplicate, drawn upon the model of Form 'A.'

The advices, on their arrival in Honolulu, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in the Hawaiian Kingdom, shall be sent to the exchange office at Honolulu, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted by the next direct mail to the exchange office at San Francisco, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices, on their receipt at San Francisco, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of March, which may arrive at the office of exchange at San Francisco in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of March, and in like manner, the advices of orders issued in the Hawaiian Kingdom in the month of June, which may arrive at the exchange office at Honolulu in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

#### ARTICLE 7.

The lists, despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the lists. When the lists shall show irregularities, which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

## ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that country.

## ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

## ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitter is to be made.

## ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Hawaiian Post-Office Department shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the Hawaiian Post-Office Department, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which under this article becomes void.

## ARTICLE 12.

At the close of each quarter an account shall be prepared at the Hawaiian Post Department, showing in detail the totals of the lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of Hawaii, be paid at San Francisco, but, if due by the Post-Office Department of the United States, it shall be paid at Honolulu.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding two thousand five hundred dollars, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'C,' 'D,' 'E,' and 'F,' annexed to this Convention.

## ARTICLE 13.

In the exchange of money-orders between the two countries, one dollar in Hawaiian money shall be taken as the equivalent of one dollar

in United States money. This standard in either country shall be gold value.

#### ARTICLE 14.

The United States Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the Hawaiian Kingdom to be paid in any European country with which that Administration maintains an exchange of postal orders, and with which the Postal Administration of the Hawaiian Kingdom does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the Hawaiian Kingdom, provided the European country interested consent to an arrangement of this nature.

#### ARTICLE 15.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post-Office Department of the other country.

#### ARTICLE 16.

This present Convention shall take effect on the first day of January, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

#### ARTICLE 17.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1883.

In witness whereof, the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the eleventh day of September, 1883.

[SEAL.]

H. A. P. CARTER,  
*Envoy Extraordinary and Minister  
Plenipotentiary of Hawaii to the United States.*

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster General of the United States.*

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, September 13th, 1883.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the Hawaiian Kingdom to be hereto affixed.

[SEAL.]

KALAKAUA REX.

By the King:

WALTER M. GIBSON.  
*Minister of Foreign Affairs and Premier.*

HONOLULU, October 13th, 1883.

A.

List No.....

Stamp of San Francisco Office.
--------------------------------------

SIR: I have the honor to transmit to you, herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No. —) for orders payable in the Hawaiian Kingdom, amounting in the aggregate to \$ .....

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....  
*Postmaster, San Francisco.*

To the POSTMASTER,  
*Money-Order Exchange Office, Honolulu.*

[illegible]



## MONEY-ORDER OFFICE,

Honolulu, ....., 188 .

SIR: I have examined this list of money-orders from No. .... to No. ...., inclusive, for sums received in the United States for payment in the Hawaiian Kingdom, amounting in the aggregate to \$.....

The said list was found to be correct, with the following exceptions:

.....  
 .....  
 .....  
 .....

I am, Sir, your obedient servant,

To the POSTMASTER,

*Money-Order Exchange Office, San Francisco, Cal.*







**D.**

*Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.*

[illegible]





*Convention between the Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, concerning the exchange of money-orders.*

The Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries. The maximum of each order is fixed at £10 sterling, when issued in Queensland, and when issued in the United States, at the equivalent in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include the fractional part of a penny or of a cent.

The amount of each order whether issued in the United States or in Queensland must be expressed in letters in British money and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Queensland Post-Office shall have power to fix the rates of commission on all money-orders issued in Queensland, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance, should give rise to abuses, or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed, exclusively, by the agency of offices of exchange. On the part of the United States, the office of exchange shall be San Francisco, California, and on the part of Queensland, Brisbane. Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the address of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon Queensland by the post offices in the United States shall be sent to the office of exchange at San Francisco, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money, and transmitted by the next direct mail, to the exchange office at Brisbane, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices on their arrival in Brisbane shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner, the advices of money-orders drawn on the United States by postmasters in Queensland shall be sent to the exchange office at Brisbane, shall there be impressed with a dated stamp Form 'A' showing the amount to be paid in United States money, and be despatched, accompanied by a list, in duplicate, (Form 'C') to the office of exchange at San Francisco by the next direct mail.

The advices on their receipt at San Francisco shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at San Francisco, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Queensland in the month of June which may arrive at the exchange office at Brisbane, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the exchange lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be despatched by the outgoing mail while the corresponding advices could not be certified by the exchange office in time to be conveyed by that mail.

The exchange lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Brisbane or from Brisbane to San Francisco, as the case may be, and not *via* London in any event.

## ARTICLE 7.

The lists despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month

of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched, a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other, the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office on receiving information to that effect shall transmit without delay, a duplicate of the list, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn and in conformity with the regulations established, or to be established in that country.

#### ARTICLE 9.

The orders issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn. The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to and be at the disposal of the country of origin. The Queensland office shall, therefore, enter to the credit of the United States in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.) On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the Queensland office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which, under this article, become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office of Queensland, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance, after

proper verification, shall, if due by the Post and Telegraph Department of Queensland, be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London to the credit of the Post-Office of Queensland.

If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other, a balance exceeding five hundred pounds sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms 'D,' 'E,' 'F' and 'G,' annexed to this convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the post-office of the other country.

#### ARTICLE 15.

The present convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-eighth day of May, in the year of our Lord, 1884, and in Brisbane on the twenty-sixth day of March in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,

*Postmaster-General of the United States.*

JAMES F. GARRICK,

*Postmaster-General of Queensland.*

Signed by the said James F. Garrick in the presence of

JOHN McDONNELL,

*Under Sec'y Post and Telegraph Department.*

AT BRISBANE ON 26th March, 1884.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President.

FREDK. T. FRELINGHUYSEN,

*Secretary of State.*

WASHINGTON, June 5, 1884.



A.

Value of United States order in English money.		
£ 5	s. 3	d. 2

Value of Queensland order in United States money.	
\$14	a. 25
Brisbane, July 1, 1884.	

**B.**

List No. —.

Stamp of San Francisco Office.
--------------------------------------

Sir: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States, since my last despatch (List No. —) for orders payable in Queensland, amounting in the aggregate to £..... Be pleased to examine, complete, and return to me, the original copy of this list with your acknowledgment of its receipt endorsed thereon.

I am, Sir, your obedient servant,

-----  
Postmaster, San Francisco.

To SUPR.

*Money-Order Office,*  
Brisbane.

## REPORT OF THE POSTMASTER GENERAL.

**B.**

[illegible]

**MONEY-ORDER OFFICE,**  
*Brisbane, ....., 188 .*

SIR: I have examined the list of money orders from No. .... to No. .... inclusive for sums received in the United States for payment in Queensland amounting in the aggregate to \$. .... and which is to be paid to the net amount of £. .... s. .... d. ....  
The said list was found to be correct with the following exceptions:

I am, Sir, your obedient servant,

**To the POSTMASTER,  
MONEY-ORDER EXCHANGE OFFICE,  
San Francisco, Cal.**



*Account of the exchange of Money-Orders between the Colony of Queensland and the United States during the quarter ended ....., 188...*

[illegible]









*Convention between the Governor of the colony of the Cape of Good Hope and the President of the United States of America concerning the exchange of Money-Orders.*

The Governor of the Colony of the Cape of Good Hope and the President of the United States of America, being desirous of establishing a system of exchange of Money-Orders between the two countries have agreed on behalf of their respective Governments to the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds, sterling, when issued in the Cape Colony, and when issued in the United States at the equivalent in sterling money of Fifty dollars in the money of the latter country, converted at the rate fixed by article 13 of the present convention.

No money-order shall include the fractional part of a penny, or of a cent.

The amount of each order, whether issued in the United States or in the Cape Colony, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Cape Colony Post-Office Department shall have power to fix the rates of commission on all money-orders issued in the Cape Colony, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend temporarily the exchange of money-orders, in case the course of exchange, or any other circumstances, should give rise to abuses or cause detriment to the Postal Revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders issued within the jurisdiction, but pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be New York, N. Y., and on the part of the Cape Colony, Cape Town.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office, and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each. The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon the Cape Colony by the post-offices of the United States shall be sent to the office of exchange at New York, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money and transmitted by the next mail to the exchange office at Cape Town, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

These advices on their arrival in Cape Town shall be compared with the entries in the list and, afterwards, despatched to the paying offices. In like manner the advices of money-orders drawn on the United States by postmasters in the Cape Colony shall be sent to the exchange office at Cape Town, shall there be impressed with a dated stamp (Form 'A') showing the amount to be paid in the United States money and be despatched accompanied by a list in duplicate (Form 'C') to the office of exchange at New York, N. Y., by next mail.

The advices on their receipt at New York shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at New York in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June, and in like manner the advices of orders issued in the Cape Colony in the month of June, which may arrive at the exchange office at Cape Town in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

## ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with number 1 at the beginning of the month of July in each year; and the entries in these lists shall, also, have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving office of exchange shall not be able to rectify that office shall apply for an explanation to the despatching exchange office, and such explanation

shall be afforded without delay. Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established, in that country.

#### ARTICLE 9.

The orders issued by each country on the other shall be subject as regards payment to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of, the country of origin.

The Cape Colony office shall therefore enter to the credit of the United States in the quarterly account, all money orders entered in the list received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month, transmit to the Cape Colony office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which under this article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office, Cape Town, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the Cape Colony be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; and if due by the Post-Office Department of the United States shall likewise be paid to the General Post-Office at London to the credit of the Post-Office Department of the Cape Colony.

Provided always that in the event of the balances of the money-order transactions between the United Kingdom and the Cape Colony, and between the United Kingdom and the United States of America, respectively, being at any time against the United Kingdom, any balance there may be in connection with the exchange of money-orders under the terms of this convention between the Cape Colony and the United States shall be adjusted through the Agent-General of the Cape Colony in London.

If pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'D', 'E', 'F', and 'G', annexed to this convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be promptly communicated to the Post-Office of the other country.

#### ARTICLE 15.

This present Convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Given under my hand and the Public Seal of the colony of the Cape of Good Hope at Cape Town on the ninth day of April, one thousand eight hundred and eighty-four.

[SEAL.]

HERCULES ROBINSON,  
*Governor.*

Done in duplicate and signed in Washington on the ninth day of June, in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, June 10th, 1884.

**Form 'A.'**

Value of United States orders in English money:

<i>£</i>	<i>s.</i>	<i>d.</i>
5	3	2

New York, July 1st, 1884.

Value of Cape Colony orders in United States money:

\$14	c. 25
------	-------

Cape Town, July 1st, 1884.

**Form 'B.'**

List No.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No.     ) for orders payable in the Cape Colony amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the duplicate copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

\_\_\_\_\_  
*Postmaster New York.*

To the POSTMASTER,  
*Money Order Exchange Office, Cape Town.*



**Form 'B.'**

MONEY-ORDER OFFICE,

*Cape Town*, ..... 188..

SIR: I have examined this list of money orders From No. .... to No. ...., inclusive, for sums received in the United States for payment in the Cape Colony, amounting in the aggregate to \$....., and which is to be paid in the net amount of \$.....

The said list was found to be correct, with the following exceptions:

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---



---

I am, Sir, your obedient servant,

To the POSTMASTER,

*Money-Order Exchange Office, New York, N. Y.*

.....











**Form 'G.'***Balance.*

To the credit of Cape Colony Office.			To the credit of the United States Office.		
Amount of international orders issued in the United States.....			Amount of international orders issued in the Cape Colony .....		
Three-fourths of one per cent. on the amount of such issues.....			Three-fourths of one per cent. on amount of such issues.....		
Amount of void Orders of Cape Colony issued as per Table.....			Amount of void orders of the United States issued as per table.....		
Amount of international orders repaid in Cape Colony as per Table.			Amount of international orders repaid in the United States as per table .....		
Sums remitted by the office of Cape Colony:.....			Sums remitted by the office of the United States:.....		
Dates.                      Amounts.			Dates.                      Amounts.		
Balance remaining due to the United States .....			Balance remaining due to the Cape Colony .....		

The above account exhibits a balance of £ ..... remaining due to the ..... office ....., Cape Town.

188 .                      Signature of proper accounting officer of the Cape Colony Post-Office.

The above statement of account is accepted with a balance of £ ..... due to the ..... office.

WASHINGTON, ..... 188 .

.....  
Auditor of the Treasury for the Post-Office Department.

*Convention between the Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the Islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, concerning an exchange of Money-Orders.*

The Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, being desirous of establishing a system of exchange of money-orders between the several countries, the undersigned duly authorized for that purpose have agreed upon the following articles:

#### ARTICLE 1.

There shall be a regular exchange of money-orders between the United States and each of the several Windward Islands.

The maximum of each order is fixed at ten pounds sterling when issued in any of the Windward Islands; and when issued in the United States, at fifty dollars in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent of the money in the issuing country must also be shewn in figures, at the rate of conversion fixed by Article 13 of the present Convention.

#### ARTICLE 2.

The several Post-Offices of the Windward Islands shall, each for the Island of which it is Post Office, have power to fix the rates of commission on all money-orders issued in such Island and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

The Post-Office of the United States shall communicate from time to time to the Post-Office of Barbadoes its tariff of charges or rates of commission, which shall be established under this Convention and the Post-Office of Barbadoes shall communicate from time to time to the Post Office of the United States the tariff of charges or rates of commission, which shall be established by the several Windward Islands under this Convention, and these rates shall in all cases be payable in advance by the remitters and shall not be re-payable.

It is understood moreover that the Post-Office of any of the several countries is authorized to suspend temporarily the exchange of money orders, in case the course of exchange, or any other circumstance, should give rise to abuses or cause detriment to the Postal revenue.

#### ARTICLE 3.

Every country included in this Convention shall keep the commission charged on all money-orders issued within its jurisdiction, but shall pay to the country to which such money-orders are sent, three-fourths of one per cent. on the amount of such orders.

#### ARTICLE 4.

The service of the Postal money-order system between the United States on the one part and the several Windward Islands on the other

part, shall be performed exclusively by the Agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be New York, and on the part of the several Windward Islands, the Office of Exchange shall be Bridgetown, Barbadoes.

Orders shall be drawn only on the authorized money-order offices of the respective countries included in this Convention, and the Postal Administration of the United States shall furnish to the Post-Office of Barbadoes a list of such offices in the United States, and shall from time to time notify any addition to, or change in such list, and the Post-Office of Barbadoes shall furnish the Post-Office of the United States with a list of such offices in the several Windward Islands, and shall from time to time notify any addition to, or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

#### ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm or company who are the remitters or payees together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

#### ARTICLE 6.

The advices of all money-orders issued upon any of the Windward Islands by the Post-Offices in the United States shall be sent to the Office of Exchange at New York where they shall be examined, and if found correct, impressed with the dated stamp of that office and transmitted by the next mail to the Exchange Office at Bridgetown accompanied by a list in duplicate drawn upon the model of Form "A."

The advices on their arrival at Bridgetown shall be compared with the entries in the list, and afterwards dispatched to the paying offices.

In like manner the advices of money-orders drawn on the United States by Postmasters in any of the Windward Islands shall be sent to the Exchange Office at Bridgetown, shall there be examined and if found correct, impressed with the dated stamp of that office and be dispatched accompanied by a list in duplicate [Form "B"] to the Office of Exchange at New York by the next mail.

The advices on their receipt at New York shall be compared with the entries on the list and afterwards dispatched to the paying Offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and in like manner the advices of orders issued in any of the Windward Islands in the month of June which may arrive at the Exchange Office at Bridgetown in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other on the lists, in amounts designated in the denominations of the money both of the dispatching and receiving country at the rate of conversion established by Article 13, of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

#### ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with No. 1, at the beginning of the month of

July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established or to be established in that country.

#### ARTICLE 9.

The orders issued by the United States on any of the Windward Islands or by any of the Windward Islands on the United States shall be subject as regards payment to the regulations which govern the payment of money-orders in the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such payment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Bridgetown office shall therefore enter to the credit of the United States in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall at the close of each month transmit to the Bridgetown office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office, under which this Article becomes void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the Post-Office of Bridgetown showing in detail the totals of the lists containing the particulars of orders issued in the United States on the one part and in the several Windward Islands on the other part, during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office.



Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the United States be paid at Bridgetown, but if due by the Post-Office of Barbadoes, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may be made in money or by drafts, or by bills of exchange, on points other than Bridgetown and New York, by mutual agreement, between the Post-Office Departments of the United States and Barbadoes.

If pending the settlement of an account, either the United States Post-Office on the one part, or the Post-Office of Barbadoes on the other part, shall ascertain that the one owes the other a balance exceeding five thousand dollars the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than five thousand dollars at discretion.

This account and the letters which accompany such intermediate remittances shall be in accordance with the forms 'C,' 'D,' 'E,' 'F,' and 'G,' annexed to this Convention.

#### ARTICLE 13.

Until the Postal Administrations of the United States and the several Windward Islands shall consent to an alteration it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in every country included in this Convention shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules however must, if adopted by the United States, be promptly communicated to the Post-Office Department of Barbadoes, and if adopted by any of the Windward Islands be promptly communicated to the Post-Office Department of the United States by the Post Office Department of Barbadoes.

#### ARTICLE 15.

This present Convention shall take effect on the first day of October one thousand eight hundred and eighty-four and shall continue in force until twelve months after either of the contracting parties shall have notified to the other, its intention to terminate it.

Done in duplicate and signed in Washington on the second day of July, in the year of our Lord 1884; and in Bridgetown on the 24th day of April in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*

[SEAL.]

WILLIAM ROBINSON,  
*Governor-in-Chief of the Windward Islands.*

I hereby approve the foregoing Convention and in testimony thereof I have caused the Seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[SEAL.] FREDK. T. FEELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, July 11th, 1884.

A.

List No. —.

Stamp of  
New York  
office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch, (List No. —), for orders payable in the Windward Islands, amounting in the aggregate to \$———, = £——— s——— d——.

Be pleased to examine, complete and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

To the POSTMASTER OF BARBADOES,  
*Bridgetown.*

.....  
*Postmaster, New York.*

6981 P M G—40



## MONEY-ORDER CONVENTION WITH WINDWARD ISLANDS. 627



GENERAL POST-OFFICE, BARBADOS.

*Bridgetown, . . . . .*, 188 .

SIR: I have examined this list of money-orders, from No. .... to No. ...., inclusive, for sums received in the United States for payment in Barbadoes and the Windward Islands, amounting in the aggregate to \$....., and which is to be paid to the net amount of £.....s. ....d.

The said list was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

*Postmaster of Barbadoes.*

**To the POSTMASTER,**  
***Money-Order Exchange Office, New York.***











## F.

## BALANCE.

To credit of Barbadoes Office.				To credit of United States Office.			
Amount of international orders issued in the United States				Amount of international orders issued in Barbadoes, &c			
½ of one per cent. on amount of such issues				½ of one per cent. on amount of such issues			
Deduct amount of void orders of U. S. issue as per table				Deduct amount of void orders of Barbadoes, &c., issue, as per table			
Deduct amount of international orders repaid in U. S., as per table				Deduct amount of international orders repaid in Barbadoes, &c., as per table			
Total deduction				Total deduction			
United States credit converted at \$4.87 to the pound to be deducted				Barbadoes credit converted at \$4.87 to the pound to be deducted			
Balance to credit of Barbadoes Office				Balance to credit of U. S. Office			
Paid on account by the Office of the United States				Paid on account by the Office of Barbadoes			
Dates:				Dates:			
Balance remaining				Balance remaining			

The within account exhibits a total balance of ....., which, after deduction of the payments on account, as therein stated, leaves a balance remaining of ..... due to the ..... Office.

.....,  
Postmaster of Barbadoes.

The above statement of account is accepted with a balance of ..... due to the ..... Office.

.....,  
Auditor of the Treasury for the Post-Office Department.

Washington, ....., 188.

The payment on account of ....., having been receipted by special vouchers, the receipt of the balance remaining of ..... is hereby acknowledged.

....., 188..

# MONEY-ORDER CONVENTION WITH WINDWARD ISLANDS. 633

## F.

No. ....

GENERAL POST-OFFICE, BARBADOES,

*Bridgetown*, ..... 188 .

SIR: The Lists of International Money-Orders which the Bridgetown Exchange Office has transmitted to the New York exchange Office, from ..... to ..... 188 , amount to the sum of .....

The Lists transmitted by the New York Office to the Bridgetown Office during the same period amount to £....., equivalent to..... \$.....

Difference ..... \$.....

On account of which the Barbadoes Office has already paid the following sums, viz:

..... 188 , .....	\$ .....
..... 188 , .....	\$ .....
..... 188 , .....	\$ .....
..... 188 , .....	\$ .....
.....	\$ .....

Difference remaining ..... \$.....

Particulars: In accordance with the terms of Article 12 of the Convention of ..... 188 , the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....  
*Postmaster of Barbadoes.*

To the POSTMASTER-GENERAL OF THE UNITED STATES, *Washington*.

## G.

No. ....

POST-OFFICE DEPARTMENT,

*Washington, D. C.* .... 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has transmitted to the Exchange Office at Bridgetown from ..... to ..... 188 , amount to the sum of ..... £.....

The Lists transmitted by the Exchange Office at Bridgetown to the New York Office during the same period amount to \$....., equal to ..... £.....

Difference ..... £.....

On account of which the United States Office has already paid the following sums:

..... 188 , .....	£ .....
..... 188 , .....	£ .....
..... 188 , .....	£ .....
..... 188 , .....	£ .....

Difference remaining ..... £.....

Particulars: In accordance with the terms of Article 12 of the Convention of ..... 188 , the sum of £..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....  
*Superintendent Money Order System.*

To the POSTMASTER OF BRIDGETOWN, BARBADOES.



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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF FOREIGN MAILS**  
**TO THE**  
**POSTMASTER-GENERAL**  
**FOR**  
**1884.**

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# REPORT

OF

## THE SUPERINTENDENT OF FOREIGN MAILS.

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POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., November 15, 1884.*

SIR: I have the honor to submit the following report of the principal operations of the foreign mail service for the fiscal year 1884. Before entering upon its details, however, permit a brief tribute to the official worth and private virtues of my predecessor in this office, the late Joseph H. Blackfan, whose death, occurring in November, 1883, terminated a public service in this Department of more than thirty years, distinguished by so much fidelity, integrity and ability as to command the respect and confidence of his official superiors, and by a courteous performance of duty which endeared him to all having official relations with him.

### WEIGHT OF MAILS.

The total weight of the mails dispatched during the year to countries and colonies of the Universal Postal Union, the Dominion of Canada excepted, was 1,215,572,391 grams, or 2,679,851 pounds—an increased weight over the preceding year of 146,861 pounds. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds—an increased weight, as compared with the preceding year, of 16,412 pounds of letters and post cards, and 130,448 pounds of printed matter and samples.

Of the letters and post cards dispatched, 198,050 pounds (39.77 per cent.) were sent in mails to Great Britain and Ireland, 115,193 pounds (23.14 per cent.) to Germany, 141,759 pounds (28.86 per cent.) to other countries of Europe and to Asiatic Turkey, and 43,887 pounds (8.23 per cent.) to other Postal Union countries and colonies.

Of the printed matter and samples dispatched, 892,796 pounds (40.92 per cent.) were sent in mails to Great Britain and Ireland, 377,140 pounds (17.28 per cent.) to Germany, 450,816 pounds (20.65 per cent.) to other countries of Europe and to Turkey in Asia, and 461,209 pounds (21.15 per cent.) to other Postal Union countries.

Compared with the weights of mails dispatched during the preceding year, the increase of letter and post-card mails was 3.41 per cent., and of printed matter and sample mails 6.36 per cent.

The following table shows the percentages of the correspondence dispatched by countries:

Countries.	Letters and post cards.	Prints and samples.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain .....	39.77	40.92
Germany .....	23.14	17.28
France .....	5.51	5.86
Sweden .....	5.43	3.04
Italy .....	3.63	2.47
Norway .....	2.92	1.74
Austria .....	2.84	1.59
Switzerland .....	1.85	1.86
Russia .....	1.50	.61
Denmark .....	1.49	.64
Netherlands .....	1.17	.86
Belgium .....	.82	1.65
Spain .....	.58	.87
Portugal .....	.33	.24
Turkey .....	.18	.49
Cuba .....	1.67	2.70
Porto Rico and other West Indies .....	1.38	3.20
Hawaiian Islands, Japan, Hong-Kong, Shanghai, Manila, Tahiti, Marquesas Islands, Java, Straits Settlements, New Caledonia, Cochin China .....	1.65	3.60
United States of Columbia and other Central American countries .....	1.08	2.83
Brazil and other South American countries .....	1.32	4.12
Mexico .....	1.02	4.27
Newfoundland, Islands of St. Pierre and Miquelon .....	.10	.43

Reference is made to the tables accompanying the report of the Auditor of the Treasury for the Post-Office Department for the separate weights of the mails dispatched to the several countries of the Postal Union.

The number of letters exchanged with countries and colonies not embraced in the Postal Union, including 187,582 sent to British Columbia and Nova Scotia by sea, was 198,157, of which number 375,380 were sent to and 22,777 received from such countries.

Compared with the preceding year, these figures show an increase in the number of letters sent of 7,350, and a decrease in the number received of 19,793; but this decrease is apparent only, and results from the fact that no record is made in the United States of letters received from Canada by maritime services.

#### COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea transportation of the mails dispatched to and received from foreign countries during the year amounted to \$327,207.91, to which sum there is to be added \$5,013.30, the amount credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails during the year, by French contract packets, from New York to Havre. These amounts combined make, as the total cost of the maritime service for the fiscal year, \$332,221.21, \$275,962.74 of which were for the transatlantic, \$19,125.78 for the transpacific, and \$37,132.69 for the West Indian, Mexican, Canadian, Newfoundland, and Central and South American services. The expenditures of the year on this account exceeded those of the previous year \$15,699.08, or nearly 5 per cent. Particulars of these services are appended in statement marked A.

The transit and postage accounts relative to the exchanges of the year have been only partially adjusted and settled with other administrations. In the settlements thus far made of such accounts, \$30,379 have been allowed to other administrations, and this Department has

received credit for the sum of \$105,623.51, of which \$102,867.42 represents the credit by the British office for the territorial transit of British and Australian closed mails during the fiscal year 1883-'84.

The expenditures (chargeable to the foreign mail service) on account of the United States postal agencies at Shanghai, China, and Panama, United States of Colombia, for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted during the year to \$1,773.15 for the Shanghai agency, and \$840 for the Panama agency—in all, \$2,613.15. From this amount it is proper, however, to deduct the sum of \$330, collected as box rents by the Shanghai agent, and debited against him in his accounts with the Department, leaving the net cost of the two agencies for the year \$2,283.15.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1885-'86 are as follows:

For ocean transportation of mails .....	\$425, 000
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the Department for copies of the monthly journal of the Union, "l'Union Postale" .....	75, 000
<b>Total</b> .....	<b>\$500, 000</b>

The above estimate for ocean transportation is based, like those for the transportation of previous years, upon the allowance of the sea postages only. If, in pursuance of section 4009, Revised Statutes, the full sea and inland postages be allowed and paid for the conveyance of the mails by all United States vessels, additional provision by Congress will be required.

#### FOREIGN MAIL STATISTICS.

*Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1884, based upon the count of such matter exchanged during seven days in October, 1883, and seven days in April, 1884, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.	32, 528, 240	26, 990, 099	59, 518, 339	5, 538, 141		54. 66	45. 34
Number of unpaid and insufficiently paid letters.	645, 986	1, 321, 214	1, 967, 200		675, 228	32. 84	67. 16
Number of free-of-postage letters.	153, 788	92, 722	246, 510	61, 066		62. 39	37. 61
Total number of letters.	33, 328, 014	28, 404, 035	61, 732, 049	4, 923, 979		53. 99	46. 01
Total number of single rates.	36, 755, 982	31, 503, 330	68, 259, 262	5, 252, 652		53. 84	46. 16
Number of postal cards.	1, 072, 458	1, 288, 673	2, 361, 131	388, 785		56. 48	43. 52
Number of packets of newspapers, other printed matter, and business papers.	20, 712, 464	21, 747, 784	42, 460, 248	1, 035, 320		48. 78	51. 22
Number of packets of samples of merchandise.	297, 048	519, 561	816, 609		222, 513	36. 38	63. 62
Number of registered articles.	574, 576	666, 971	1, 241, 547		92, 395	46. 28	53. 72
Number of demands for return receipts.	11, 916	19, 375	31, 291		7, 459	38. 08	61. 92
Prepaid postages on letters.	\$1, 511, 947 80						
Prepaid postages on printed matter.	\$468, 298 46						
Registration fees paid on packets sent.	\$57, 457 60						
Unpaid postages on letters, printed matter, &c.	\$25, 843 97	\$134, 481 17	\$160, 325 14		\$108, 637 20	16. 12	83. 88



From the foregoing statement it appears:

1. That of the correspondence exchanged 53.99 per cent. of the letters, 56.48 per cent. of the post cards, 48.78 per cent. of the newspapers, other prints and business papers, and 36.38 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent to foreign countries were fully prepaid, that 1.9 per cent. were unpaid or insufficiently prepaid, and that .45 per cent. were free of postage.

3. That 95 per cent. of the letters received in the United States from foreign countries were fully prepaid, that 4.65 per cent. were unpaid or insufficiently prepaid, and that .35 per cent. were free of postage.

4. That of the total number of postal articles sent, 59.51 per cent. were letters; 2.98 per cent. were postal cards; 36.98 per cent. were newspapers, other prints and business papers, and .53 per cent. were samples of merchandise.

5. That of the total number of postal articles received 54.66 per cent. were letters, 2.48 per cent. were postal cards, 41.85 per cent. were newspapers, other prints and business papers, and 1 per cent. were samples of merchandise.

6. That the estimated amount of postages collected in the United States on unpaid and partially prepaid mail matter received from other countries was nearly 84 per cent. of the total unpaid postages, and exceeded the estimated amount of unpaid postages on the mail matter sent to other countries in the sum of \$108,637.20.

7. That the estimated total postages and registration fees collected in the United States on the mails exchanged with foreign countries, less the postages collected on post cards sent, which the statistical data obtained does not show, amounted to \$2,193,029.

#### EXTENSION OF THE POSTAL UNION.

1. The regimen of the Universal Postal Union has been extended during the year to Assab, Abyssinia, on the bay of that name on the Red Sea, by the establishment there of an Italian post-office, and to Obock, on the east coast of Africa, by the establishment at that place of a French colonial post-office.

2. The territory embraced in Patagonia, Terra del Fuego, and the adjacent islands, including Isla de Estados, which was partitioned between the Argentine Republic and Chili in 1881 by treaty, has, in consequence of this division, become Postal Union territory.

The application for entrance into the Postal Union of Cape Colony, South Africa, noticed in the report of my predecessor for 1883, together with the application, subsequently made by the Government of Great Britain, for the admission of the colonies of Victoria, New South Wales, South Australia, and Tasmania, on special conditions similar to those proposed for Cape Colony, have been referred for decision to the Postal Congress to be held in Lisbon in February next.

#### MODIFICATIONS OF POSTAL ARRANGEMENTS.

Paragraph 7 of Article XXX of the Regulations of Detail and Order for the execution of the Paris Convention has been modified, to take effect July 4, 1884, to read as follows:

7. In the questions to be decided by unanimous assent, or by the majority of the Union administrations, those administrations which, have not sent in their replies within the maximum delay of six months' counting from the date of circular of the International Bureau in which

the questions have been submitted, are considered as expressing no opinion.

Paragraph 10 of Article XXXII, of the same Regulations, has also been modified, to take effect August 1, 1884, as follows:

10. The post-offices which the Japanese administration has established at Shanghai, China, at Fusampo, at Genzanahin, and at Jinsen, Corea.

By vote of the administrations of the Union it has been determined that, from October 1, 1884, Article XVII of the Paris Regulations, which defines "printed matter" for Postal Union exchanges, shall be construed as assimilating with the 'articles of printed matter enumerated in said article raised drawing models on pasteboard.

With respect to this decision, the postal administrations of Russia and Sweden have given notice that the drawing models in question are excluded from their postal exchanges with other countries because of the liability of such articles to customs duties.

Under the act of Congress approved June 9, last, reducing to 1 cent per 4 ounces or fraction thereof the United States postage on second-class matter sent by others than publishers or news agents, the postage charge on such matter mailed in the United States and addressed to the Dominion of Canada was similarly reduced, the postal arrangement with Canada providing for the application of the domestic postage rates of each country to the prepaid international mail matter exchanged between them, samples of merchandise excepted.

A special agreement was concluded January 2, last, with the postal administration of the Argentine Republic, which went into operation February 1, 1884, by which the limits of weight and the dimensions of packets of samples of merchandise exchanged in the mails between the two countries were increased to 350 grams (12 ounces) in weight, 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in breadth, and 10 centimeters (4 inches) in depth.

Similar agreements are now in force between the United States and Great Britain, France, Belgium, and Switzerland.

The special postal convention with Mexico, the terms of which have been arranged, and which is intended to be put into operation on January 1 next, if ratified by the Mexican Government and approved by the President of the United States, was designed to secure to postal exchanges between the two countries the fullest possible advantages of existing and prospective international railway communication, by making the domestic postal systems of the respective republics the basis of the exchange, instead of the somewhat cumbersome methods of the Postal Union regulations, the application of which, in the international relations of contiguous countries, occasions delay of the mails at frontier exchanging post-offices for special treatment.

The principal provisions of this convention are as follows:

1. The application of the domestic postage rates and conditions of the United States to all mail matter sent therefrom addressed to Mexico, excepting samples of merchandise, ores, &c., which, while subject to United States domestic rates, will be limited in weight and size of packets to 12 ounces weight, and 12 by 8 by 4 inches in dimensions, in order to restrict exchanges of packets of such articles to those not having salable value and consequent liability to customs duties and detentions, on that account, in the country of destination.

2. The application to mail matter sent from Mexico, addressed to the United States, of the Mexican domestic conditions (except for packets of samples of merchandise, which are to be limited in weight and size as above stated), and the following rates of postage, which are consider-

ably lower than the rates applicable to the same matter in the Mexican interior postal service:

Letters, per 15 grams, 6 cents. Post cards, each, 3 cents. Second-class matter, 4 cents per 480 grams=17 ounces, nearly. Third and fourth-class matter, including samples of merchandise, &c., 2 cents per 50 grams=2 ounces, nearly.

3. Registration of all mail-matter at a fee of 10 cents per packet in both countries.

Second, third, and fourth class matter embrace generally, in Mexico, the articles so classed in the United States, but in Mexico commercial or business papers, which are first class in the United States, are third class.

4. The postage rates to be levied under this convention are never to exceed the domestic postage rates of either country.

5. All unpaid postages on first-class matter are to be collected and retained by the country of destination.

6. No charge is to be made by the country of destination on official correspondence exempt from postage in the country of origin.

7. Request letters are to be returned directly to senders at the expiration of the time indicated for their retention, and card letters after thirty days from the date of receipt.

8. Each country is to furnish the gratuitous use of its territory and postal services for the conveyance of the domestic mails of the other passing in closed pouches from one point to another of the country of origin.

#### EXPEDITION OF MAILS.

The system, now in vogue, of dispatching transatlantic mails from New York by those of the steamers tendered for mail conveyance which promise the earliest delivery of the correspondence, regardless of the dates of sailings, has given great satisfaction in this country, and provoked much favorable comment in England. There can be little doubt that the example thus set by this Department will be followed at a not distant date by the British post-office with regard to the mails forwarded from and via England to this country.

An extension of this principle may advantageously be applied with respect to the mails for France, the Netherlands, and Belgium, now forwarded by direct steamers from New York; to those from Boston for Great Britain, France, and Belgium, sent by Cunard steamers to and via England; to those for Great Britain and Belgium, forwarded direct from Philadelphia; and to those for Germany direct, dispatched from Baltimore. The steamers by which these mails are conveyed are much inferior in speed to those now available for mail conveyance from New York, and loss of expedition attends their use. The expense for territorial transit of some of these mails which would be involved by the change suggested would be comparatively small and of little importance in view of the advantage to be gained in expedition and the credit of the postal service.

Postal exchanges with Mexico have been much improved and expedited during the year by the use of Mexican postal services put into operation on the lines of railway in that country which connect with United States railway service at the frontier. The extension, in April last, to Mexico City of the Mexican Central Railroad has especially served to facilitate postal intercourse, furnishing, as it does, daily mail

connection between this country and the more populous portions of our sister republic.

A better acquaintance with Mexican interior post routes and distributing postal centers connecting with and located upon the main lines of Mexican railways is needed in our service in order to a more advantageous distribution of mails. Correct information on this point, the improvement of the Mexican railway postal service which experience will naturally bring about, and the putting into operation of the recently executed special postal convention between the two countries, now awaiting ratification by the Mexican Government and approval by the President of the United States, will produce most satisfactory results in the international postal and commercial relations of the two countries.

A steamship line between New Orleans and Colon (Aspinwall), via ports on the east coasts of Costa Rica and Nicaragua, recently started, has furnished an opportunity for dispatching mails once, and sometimes twice, a month direct to Greytown, Bluefields, Port Limon, and the United States of Colombia from New Orleans. The permanent establishment of this line, with an itinerary for regular dispatches not less frequently than semi-monthly, is anticipated, in which case it offers for mail matter originating in the south and southwest decided advantages in point of expedition over the service from New York to the ports named.

#### LEGISLATION NEEDED.

The repeal by the act of last session (chapter 121), to take effect April 1 next, of sections 3976 and 4203, Revised Statutes, cannot be otherwise than disadvantageous to public interests and embarrassing to the Department.

These laws, while providing that the clearance of vessels from United States ports shall depend upon their acceptance, conveyance, and proper delivery of mails offered by the Government and the officials named therein, have, so far as is known, furnished no other cause of complaint by owners or agents than the insufficiency of the compensation allowed by law for the carriage of the mails, and only in very rare cases has this objection been urged. It has not been claimed that vessels were detained awaiting mails at ports of embarkation, or that the conveyance and delivery of the mails has been attended with especial difficulty or inconvenience disadvantageous to the interests of the owners or agents of the vessels. The insufficiency of compensation is remedial by Congress.

Intimation has already been given of a purpose to take advantage of the repeal of these statutes by the refusal of at least one line to convey certain mails except upon terms prescribed by it.

Without the authority to contract for maritime mail services, or having such authority and being unable to secure contracts in the case of services of inconsiderable importance, or for any other cause, the Department must experience much difficulty, and public and commercial interests involved must suffer loss and inconvenience unless legislative relief be afforded.

In this connection, and as pertinent to the subject, reference is made to that portion of the Postmaster-General's Report for 1883 relative to the compensation of the sea and inland postages for the sea conveyance of United States mails by American vessels.

I recommend that Congress be asked to make the necessary provision to enable the Department to apply the law on that subject, contained in section 4009, Revised Statutes, to mail transportation performed by United States ships from the 1st of July last, inclusive.

The existing statutes fixing rates of postage on mail matter brought from abroad by vessels regularly employed in the conveyance of mails and by those not so employed, including the statute which authorizes the collection of double postage on "ship letters," need revision and modification in order to a more simple and uniform practice in the levy of postages and settlement for the sea conveyance of the mail matter, as well as to remedy the apparent injustice of collecting postage from the addressees of ship letters at double rates *according to the weight of the letters*, while paying for the sea conveyance *at so much per letter without reference to the weight*.

It would simplify the practice and give general satisfaction, I think, to so change the existing law as to apply the unpaid rates of the Postal Union to all mail matter received from countries not in postal relations with this, and also to mail matter received outside of the regular mails originating in countries which are in postal relations with the United States, allowing for the value of all uncanceled United States postal stamps applied to it, and providing for payment of the sea and inland postages as compensation for the conveyance by American vessels of the matter named in said statutes, and the sea postages only to other vessels for their conveyance of such matter.

I renew the recommendations which my predecessor made in his report of last year, and in previous reports, for a modification of section 17 of the act of March 3, 1879, to enable addressees to receive through the mail, in the same manner as books, other dutiable articles reaching the United States in mails from abroad, and for the participation of the United States with the other countries of the Postal Union in the exchange of post cards with paid reply.

#### SAN FRANCISCO AND AUSTRALIA MAIL SERVICE.

Attention is again invited to the mail steamship service between San Francisco and the Australian colonies. In presenting this subject in his report for 1883 the Postmaster-General alluded to a reported renewal of the contract under which this service has been performed for the Governments of New South Wales and New Zealand by the Pacific Mail Steamship Company, and a threatened discontinuance of the service should the United States fail to contribute to its maintenance. The renewed contract is for a term of two years from November 29, 1883. The subsidy payable under it to the contractors is £50,000 per annum, of which New Zealand contributes £31,250, and New South Wales £18,750. The contract contains the following clause:

The contractors will endeavor to obtain from the Government of the United States, or from other sources, a contribution on account of the amounts payable under this contract for carrying the said mails from Sydney to San Francisco, and from San Francisco to Sydney, and from Auckland to San Francisco, and from San Francisco to Auckland, equal to one-third of the total amount of the moneys payable hereunder for such services. And it is hereby expressly agreed that if any such contribution shall be obtained as aforesaid, the same shall be applied and go in reduction of the payments agreed to be made under this contract, and that, as between the Postmaster-General of New South Wales and the Postmaster-General of New Zealand, such reduction shall be divided equally between them in respect of the payments agreed

to be made under this contract. And it is hereby also expressly declared and agreed between the several parties hereto that if the contractors shall not succeed in obtaining such contribution, as aforesaid, it shall be lawful for the Postmaster-General of the colony of New South Wales to withdraw from this agreement at the end of twelve calendar months from the said twenty-ninth day of November, one thousand eight hundred and eighty-three, on giving three months' previous notice to the contractors of his desire so to do.

It is, however, stipulated that in the event of the withdrawal from the contract of New South Wales the contractors may be required to continue the service with New Zealand alone for the remainder of the contract term for £31,250 per annum.

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,  
*Superintendent of Foreign Mails.*

Hon. FRANK HATTON,  
*Postmaster-General.*

A.

*Statement showing the amounts recognized in payment of ocean mail transportation perfor during the fiscal year ended June 30, 1884.*

TRANSATLANTIC.

By Cunard line, 51 trips from New York .....	\$32,987 19	
By Cunard line, 39 trips from Boston .....	752 89	
		\$33,740 08
By Hamburg line, 43 trips from New York .....		24,075 09
By Liverpool and Great Western line, 48 trips from New York .....		51,026 45
By North German Lloyd line, 93 trips from New York .....		\$86,645 14
By North German Lloyd line, 39 trips from Baltimore .....	52 69	
		86,697 83
By White Star line, 52 trips from New York .....		34,330 22
By Inman line, 47 trips from New York .....		29,754 37
By Anchor line, 54 trips from New York .....		7,707 52
By National line, 2 trips from New York .....		609 02
By American line, 31 trips from Philadelphia .....		2,833 20
By Canadian line, 50 trips .....		175 66
		<u>\$270,949 44</u>

TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong :		
By Pacific Mail line .....	\$2,170 65	
By Occidental and Oriental line .....	1,695 23	
By vessel of other line .....	25	
		\$3,866 13
To Shanghai, China :		
By Pacific Mail line .....	583 70	
By Occidental and Oriental line .....	481 18	
		1,064 88
To Australia, New Zealand, Hawaii, Fiji Islands, &c. :		
By Pacific Mail line .....	12,095 40	
By vessels of other lines .....	2,099 37	
		<u>14,194 77</u>
		19,125 78

## MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails .....	\$8,636 53	
Inward mails .....	68 78	
		\$8,705 31
To Mexico .....		7,271 37
To Cuba, Porto Rico, and other West India islands .....		12,122 40
To Brazil, Argentine Republic, Paraguay, and Uruguay .....		6,260 04
To Venezuela .....		759 70
To Canada .....		1,975 82
To Newfoundland .....		38 05
		<u>37,132 69</u>
Total .....		\$327,207 91

JAS. S. CRAWFORD,  
Superintendent of Foreign Mails.

**SPECIAL POSTAL AGREEMENT BETWEEN THE UNITED STATES AND THE ARGENTINE REPUBLIC.**

*Agreement between the United States and the Argentine Republic for increasing the limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the two countries.*

The Post-Office Department of the United States and the Postal Administration of the Argentine Republic, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article 15 of the Convention of the Universal Postal Union, concluded in Paris on the 1st of June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the United States on the one part, and the Argentine Republic on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article 5 of the International Convention of 1st June, 1878, under the express reservation that such limits shall not exceed the following:

In weight ..... 350 grams.  
In dimensions . { 30 centimeters, length.  
                          { 20 centimeters, breadth.  
                          { 10 centimeters, depth.

L'Office Général des Postes des Etats Unis et l'Administration des Postes de la République Argentine, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article 15 de la Convention de l'Union Postale Universelle, conclue à Paris le 1<sup>er</sup> Juin, 1878, les soussignés dûment autorisés à cet effet par leur Gouvernements respectifs sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangées par la voie de la poste entre les Etats Unis d'une part et la République Argentine d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article 5 de la Convention Internationale du 1<sup>er</sup> Juin 1878 sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids ..... 350 grammes.  
Pour les di- { 30 centimètres en longueur.  
                  { 20 centimètres en largeur.  
                  { 10 centimètres en épaisseur.

The present Agreement shall take effect on the 1st day of February, 1884, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present Agreement.

Done, in duplicate, at Washington, the 2d day of January, 1884.

[SEAL.]

[SEAL.]

Le présent Arrangement sera exécuté à partir du 1<sup>er</sup> Février 1884, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent Arrangement.

Fait en double expédition à Washington le 2<sup>me</sup> Janvier 1884.

WALTER Q. GRESHAM,  
*Postmaster-General of the United States.*  
LUIS L. DOMÍNGUEZ,  
*Ministro de la República Argentina.*

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

JOHN DAVIS,  
*Acting Secretary of State.*

WASHINGTON, January 3, 1884.





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**REPORT**  
**OF THE**  
**TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT**  
**FOR**  
**1884.**

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# REPORT

## OF THE

### TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

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POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 27, 1884.*

SIR: During the past year the regular work of keeping up the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several Bureaus, as well as furnishing the special aid of this office to the different branches of the Department, has been accomplished to the full capacity of the force employed.

For the daily use of the officers and corresponding clerks of the contract office and appointment office, the Postmaster-General, the general superintendent of the railway-mail service, and the topographer's office, 11 sets of diagrams, comprising 275 maps, are kept up, showing the actual state of the service at the beginning of each month throughout the entire country. There are also brought up, at longer intervals than a month, 8 sets of diagrams (200 maps) for reference in the under-named offices: Finance, money-order, post-office inspector, dead-letter, assistant attorney-general for Post-Office Department, and Sixth Auditor of the Treasury Department (located in the Post-Office Department building).

In procuring data for the original construction of and for additions to the post-route maps, 170 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads, for transference to our maps. With the same view, 617 circular queries have been sent to postmasters to get the locations of their post-offices, in cases where the description in the data furnished through the appointment office is inadequate, or where definition of site and adjacent topography better than that on file is required.

The miscellaneous correspondence of the topographer, exclusive of the above-mentioned circulars, consisted of 3,090 letters. The number of letters received, exclusive of these returned circular queries, was 3,028.

The distribution of the post-route maps during the past year amounted to 12,878 sheets. Of these the greater part was issued to agents of the Department, including postmasters, officers and clerks of the railway-mail service, and inspectors; the remainder being furnished, at request, to Bureaus of other Governmental Departments, members of both houses of Congress, State authorities, educational and scientific institutions, libraries, &c. A large proportion (40 per cent.) of the maps distributed was backed with muslin and mounted on rollers or bound for portable use.

Maps have been furnished, in compliance with request, to the following Bureaus, namely:

*Treasury Department*: Bureau of Statistics; Director of the Mint; United States Coast and Geodetic Survey.

*War Department*: Office of the Secretary; Chief of Engineers, U. S. A.; Paymaster-General, U. S. A.; Quartermaster-General, U. S. A.; Chief Signal Officer, U. S. A.

*Department of the Interior*: General Land Office; Pension Office; Indian Affairs; Bureau of Education; United States Geological Survey. Department of Justice.

Department of Agriculture.

National Board of Health.

There is appended hereto a detailed statement of the distribution of the post-route maps during the past year, with a side comparison with the distribution for the two preceding years.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service, and in the adjustment of telegraph rates and pay for Governmental messages (attention to these calls being one of the duties of the topographer of this Department), have been, as usual, promptly answered. For this, 500 letters, including telegrams, have been answered, covering 794 queries.

The want of a new and revised edition of the "Tables of Distances," originally computed in this office, by direction of the Postmaster-General, in 1873, continues to be felt. These tables, though correct at that time, have long been obsolete, numerous new railroads and other changes in the intermediate routes having altered the total distances therein given. Applications are received almost daily from accounting officers of the Government and from others for statements or certificates of distances. Although many of these applications refer to dates twenty or more years ago, which always will require special research, yet a table of present distances would cover the greater part of the requests now referred to this office.

During the past year the production of successive editions of the post-route maps, by means of prints from lithographic stones, has continued to be satisfactory. These editions are furnished under contract, bi-monthly, the stones, before the printing of each edition, being brought up according to the corrected sheets prepared by the draughtsmen of this office.

New maps of the State of Florida and of the Territories of New Mexico and Arizona have been completed during the past year. To replace existing preliminary maps, drawings are in preparation for the map of Kansas and Nebraska, and for that of California and Nevada, and others will be taken up as required.

Arrangements have been made for providing at an early day, for the use of the general superintendent of the railway-mail service and his assistants, copies of a map showing the railway system of the United States and its connections with Canada and Mexico, on a scale sufficient for this purpose. Such a map, as giving a general view of the communications by land and water over this continent, will, it is expected, prove of much use in various Bureaus both of the Post-Office Department and of other Departments.

I respectfully submit that there be retained in the appropriation bill the proviso for the sales of maps, at cost, to the public, the proceeds to be used as a further appropriation. This will allow these sales being made without lessening the amount available for the work proper of the

office, and will thereby carry out the intention of the Committee of Congress in originally inserting the proviso in the bill.

I take pleasure in testifying to the general faithful and steady work of the employees of this office.

Very respectfully, your obedient servant,

W. L. NICHOLSON,  
*Topographer, Post-Office Department.*

HON. FRANK HATTON,  
*Postmaster-General.*

*Detailed statement of the distribution of post-route maps during the year ending September 30, 1884, with comparison with the distribution during the two preceding years.*

To whom furnished.	Number of sheets during year ending—		
	September 30, 1884.	September 30, 1883.	September 30, 1882.
Officers and clerks of the Post-Office Department in Washington.	1, 181	1, 593	912
Postmasters .....	3, 818	1, 234	1, 048
The railway-mail service (besides special tracings and diagrams) ..	1, 807	1, 431	1, 571
Post-office inspectors .....	453	352	260
Officers of other Governmental Departments .....	2, 324	923	962
Miscellaneous, including members of the Senate and House of Representatives, Committees of Congress, State authorities and State libraries, foreign Governments, educational and scientific institutions, libraries and geographical publishers .....	3, 295	3, 490	3, 502
Total .....	12, 878	9, 023	8, 250

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE YEAR ENDING SEPTEMBER 30, 1884.

*Diagrams.*

Number of diagrams kept up in detail (monthly) for reference in the following-named offices:

Contract office .....	125
Appointment office .....	75
Postmaster-General, general superintendent of railway-mail service, and topographer .....	75

Number of diagrams kept up at longer intervals than a month, for reference in the following-named offices:

First Assistant Postmaster-General, finance, money-order system, post-office inspector, dead-letter division, foreign mails, assistant attorney-general for the Post-Office Department, and Sixth Auditor .....	200
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Total of maps required to be kept up ..... 475

*Post-route maps.*

Sheets of post-route maps distributed ..... 12, 878

Of these 40 per cent. were backed and mounted on rollers, or bound in folio or octavo.

*Letters sent.*

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions) .....	170
Circular queries for locations, sent to postmasters .....	617
Certificates of post-route distances (letters, 377; telegrams, 123) .....	500
Miscellaneous letters .....	3, 090

4, 377

*Letters received.*

Answers from postmasters to location-queries .....	617
Requests for certificates of post-route distances .....	500
Miscellaneous letters (including returns from railroad officers) .....	3, 028
	<hr/> 4, 145

*Establishments and changes in post-offices.*

Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen (averaging 106 cases weekly) .....	5, 525
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*Reports of changes in service received.*

Monthly reports from corresponding clerks of contract office, taken directly from books of record .....	168
Special reports from railway-adjustment division concerning additional and changed railway service .....	288
Daily reports (printed bulletins) .....	304
	<hr/> 760

All the items reported have been promptly transferred to the working maps and sample sheets and to the correction sheets for the printer.

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**REPORT**  
**OF THE**  
**CHIEF POST-OFFICE INSPECTOR**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**

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REPORT  
OF THE  
CHIEF POST-OFFICE INSPECTOR.

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POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 28, 1884.*

SIR: I have the honor to transmit herewith some figures showing the work of post-office inspectors and of the office of mail depredations during the fiscal year last past.

It would be difficult, and perhaps hardly becoming, in a statement of this nature, to define specifically or to dwell at length upon the duties of inspectors. They are, in general, to look after the welfare of the service, to protect its rights and remedy its errors, and in so doing to keep in view the good of the public and lend their aid in perfecting the postal system.

I think I may be pardoned if I feel a just pride in speaking of the faithful manner in which the force has worked, and of the efficiency with which their duties have been performed.

In the course of the year, attention having been called to violations of the postal laws and regulations, arrests of parties so offending have followed, and this leads me to speak of

ARRESTS AND CONVICTIONS.

The arrests caused by post-office inspectors and others during the year numbered 756 of which 698 were for offenses which were tried in United States courts, and 58 in State courts. Of the former class of offenders there were 36 postmasters, 24 assistant postmasters, 31 clerks in post-offices, 8 railway postal clerks, 25 letter carriers, 25 mail carriers, 53 burglars, and 496 included all others for various offenses; 439 convictions were had, and 88 acquittals, while 151 are awaiting trial. Proceedings were dismissed in 14 cases, and 3 forfeitures of bail were taken. Three prisoners escaped.

In the State courts 58 proceedings were had, of which 34 were for burglaries and 24 for all other offenses. Of these, 33 convictions were had and 3 proceedings were dismissed, 10 offenders were left to be pros-

ecuted by their employers, and 12 are awaiting trial. This will appear more clearly from the following table:

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters .....	36	Convicted .....	439
Assistant postmasters .....	24	Acquitted .....	88
Clerks in post-offices .....	31	Escaped .....	3
Postal clerks and route agents .....	8	Forfeited bail .....	3
Letter carriers .....	25	Proceedings dismissed .....	14
Mail carriers .....	25	Awaiting trial .....	151
Other employes .....	4		
Burglars .....	53		
All others, for various offenses .....	492		
Total .....	698	Total .....	698

SUBJECT TO JURISDICTION OF STATE COURTS.

Burglars .....	34	Convicted .....	33
All other offenders .....	24	Turned over to employers .....	10
		Proceedings dismissed .....	3
		Awaiting trial .....	12
Total .....	58	Total .....	58

CASES REFERRED TO INSPECTORS AND ACTED UPON BY THEM.

Five hundred and four thousand and ten cases were referred to inspectors during the year. These are divided into depredation cases, miscellaneous cases, and foreign cases. The depredation cases include registered and ordinary cases, which subdivision applies as well to the foreign.

1. *Registered cases, Class A, 4,238.*—These refer to complaints of depredations upon domestic registered matter only. Foreign complaints will, for convenience, be treated separately further on. Of these complaints 943 letters with valuable contents were reported lost; 1,278 value not stated; 342 registered packets were reported lost; 297 became separated from the registered-package envelope; 1,147 cases of rifling letters and packages of their contents were reported; 45 complaints were of tampering, 84 of wrong delivery, and 50 of detention. Investigation of 2,501 of these complaints resulted as follows: 305 of the letters of value of which the contents were stated were found to have been delivered or satisfactorily accounted for, and 622 where the value was not given; in 220 cases the complaints of the loss of packages were found to have been incorrectly made; 190 of the packages lost from the registered-package envelopes were found to have reached their addresses in safety. Of the complaints of rifling 255 were shown upon investigation to have been falsely made. This class of complaint seems to be a growing one. Parties, either purposely or otherwise, omit to make an inclosure, and when the letter is received without it, although in perfect condition, they stoutly persist in claiming that the inclosure was made. On the other hand, parties addressed frequently attempt, from motives of their own, to deny the receipt of inclosures. This state of facts makes this class of complaints exceedingly difficult to investigate.

Of the complaints of tampering, investigation of 22 satisfactorily explained them. Of the complaints of wrong delivery, 48 were satis-

factorily accounted for and 29 detentions were fully explained. Investigation of 468 cases showed actual loss to have occurred. In this connection I will refer for a moment to the foreign registered cases. By foreign is meant the mails going to or coming from foreign countries. This office received 4,127 inquiries relating to foreign registered letters, including complaints of losses, rifling, tampering, wrong delivery, &c. These complaints originated both in this country and with foreign postal administrations.

Adding this sum to the domestic complaints received, 4,238, we have 8,365 complaints concerning the registered mail during the year. Of these, 6,433 were investigated and 1,932 are still undergoing investigation. Of the complaints investigated actual loss was found to have occurred in 516 cases. Now, assuming the proportion of loss to be as great in the complaints still undergoing investigation as in those investigated, we may state the total loss occurring during the fiscal year in the registered mail as approximately 672 pieces. Comparing this with the total number of pieces registered, 11,246,545, the proportion of loss will be seen to be very small. I would add that the losses were from all causes, as burning and robberies of post-offices, railway accidents and other unavoidable casualties, and ordinary thefts.

The amount of money recovered and returned to the owners in 772 registered cases was \$17,932.33.

*Ordinary cases, Class B, 33,668.*—For convenience, foreign complaints and inquiries concerning ordinary mail matter will be spoken of subsequently. This class of cases relates to ordinary mail matter and casualties of all kinds happening to the mails. Twenty thousand three hundred and seventy-seven ordinary letters were reported as lost, of which 14,641 were said to have contained inclosures, and 5,736 in which no mention was made of contents. Twelve thousand and seventy-eight ordinary packets (fourth-class matter) were reported as lost. Upon investigation, 1,809 letters and 1,101 packets were found to have eventually reached destination or were otherwise satisfactorily accounted for; 467 post-offices were reported to have been robbed and 278 to have been destroyed by fire; 23 highway robberies of the mail were reported and 24 postal cars were burned; 55 pouches were lost by mail carriers on star routes; 98 were stolen from stages, platforms, cranes, &c.; 7 were lost in floods and 26 were reported as cut and their contents rifled; 98 complaints were received of specific depredations on the ordinary mail by postmasters.

On account of losses in the ordinary mail the amount of money recovered and returned to the owners in 24 cases was \$266.48.

*Miscellaneous cases, Class C, 4,870.*—This class of cases includes all matter which does not relate to depredations upon the mails, and is very largely confidential in its nature. It is such as is referred by the other branches of the Department for information. Bonds of postmasters, location and practicability of star routes, inspection of postmasters' accounts, examining complaints of all sorts of violations of the postal laws by persons in the service, and others not purely depredations, are comprehended in this class.

The amount of money collected from delinquent postmasters and others and on account of fines and penalties amounted during the year to \$26,927.11.

*Foreign cases, Class F, 7,634.*—The whole number of cases reported upon allegations of loss and non-receipt between the United States and foreign countries during the fiscal year was 7,634, divided as follows: 3,507 ordinary articles of mail matter and 4,127 registered ar-

ticles. Of these reports more than 1,300 originated with England and British Possessions, nearly 1,400 with Germany, and about 1,450 with all other foreign countries, while the remainder, about 3,500, were of domestic origin. The number of foreign cases closed for the year is 8,281, of which 4,454 relate to registered articles and 3,827 to ordinary unregistered articles. Of the registered articles 99 remained unaccounted for, while of the ordinary cases 2,118 were closed without the losses being located. The approximate number of communications received from foreign countries for the year requiring translations were 6,000. The number of cases now awaiting replies from foreign countries is 900.

RECAPITULATION OF CASES INVESTIGATED AND REPORTED UPON DURING THE FISCAL YEAR ENDING JUNE 30, 1884.

Registered cases, including those referred in previous years .....	4,590
Ordinary cases, including those referred in previous years .....	28,930
Miscellaneous cases, including those referred in previous years .....	5,223
Foreign cases, including those referred in previous years .....	8,391
Total .....	47,134

I would add that the above figures indicate only the regular work sent out by the Department, but do not include the heavy correspondence which each inspector is obliged to conduct in the ordinary course of his duties.

Postmasters and the public are constantly making inquiries and complaints, which of necessity require immediate attention, and of which this office cannot take note. Especially is this the case with inspectors who are located in the large cities. The local work alone is generally sufficient to keep them busily engaged at all times. This fact should be considered with the data given in the report.

Very respectfully,

A. G. SHARP,  
*Chief Inspector.*

Hon. FRANK HATTON,  
*Postmaster-General.*

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**ANNUAL REPORT**  
**OF THE**  
**AUDITOR OF THE TREASURY**  
**FOR THE**  
**POST-OFFICE DEPARTMENT**  
**TO THE**  
**POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1884.**



# REPORT

## OF THE

### AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

#### OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, *Washington, D. C., December 5, 1884.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ending June 30, 1884.

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

##### Fiscal year 1884:

The revenues of the Department for the fiscal year ending June 30, 1884, were .....	*\$43,325,958 81
The expenditures for the service of the year were .....	46,404,960 65

Excess of expenditures .....	3,079,001 84
Amount of balances due by late postmasters charged to "bad debt" and "compromise" accounts.....	\$7,864 41
Amount of balances due by late postmasters charged to "suspense" account.....	591 42
	8,455 83

Deficiency for 1884 .....	3,070,546 01
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This deficiency was supplied as follows:

From surplus postal revenues of 1882.....	1,294,752 74
From surplus postal revenues of 1883.....	1,775,793 27
	3,070,546 01

##### Fiscal year 1883:

The surplus postal revenues accrued during 1883 unexpended at the close of the last annual report were .....	2,653,189 23
The amount paid for the service of 1883 during the last fiscal year was .....	650,560 23
	2,002,629 00

Of this surplus there was expended for the service of 1884, as shown in above account with that year .....	1,775,793 27
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The balance available, which must be exhausted before aid can be asked from the general Treasury, is therefore .....	226,835 73
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##### Fiscal year 1882:

The surplus postal revenues accrued during 1882 unexpended at the close of the last annual report were .....	1,325,785 57
The amount paid for the service of 1882 during the last fiscal year was .....	31,032 83

The amount no longer available for the service of 1882, transferred to and expended for the service of 1884, as per above account with that year, is .....	1,294,752 74
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## Fiscal year 1881 and prior years (claims):

The amount appropriated by the act approved July 7, 1884 (Statutes last session, pages 259 and 262), placed with the Treasurer to the credit of the Department, was .....	\$95,476 99
The amount expended to September 30 last was .....	94,830 29

Balance available for claims .....	646 70
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The amount appropriated by the act approved July 7, 1884 (Statutes last session, page 248), "to pay accounts in cases of salaries of postmasters and late postmasters readjusted and allowed under the act of March 3, 1883," placed with the Treasurer to the credit of the Department, was .....	45,213 80
Amount expended to September 30 last .....	42,736 30

Balance available for such accounts .....	2,477 50
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## Fiscal year 1882 and prior years:

The balance withheld by postmasters, under section 3861 Revised Statutes, as compensation for 1882 and prior years, in excess of appropriations, per accounts received and audited since last annual report, was .....	439 97
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## GENERAL REVENUE ACCOUNT.

Postal revenues of 1884 .....		43,325,958 81
Expenditures for 1884 .....	\$46,404,960 65	
Expenditures for 1883 .....	650,560 23	
Expenditures for 1882 .....	31,032 83	
Expenditures for 1881 and prior years (claims) .....	94,830 29	
Expenditures for readjusted salaries of postmasters ..	42,736 30	
Expenditures for salaries of postmasters for 1882 and prior years .....	439 97	
Total paid out .....	47,224,560 27	
Add balances due by late postmasters charged to "bad debt," "compromise," and "suspense" accounts during the year .....	8,455 83	
Aggregate expenditures .....		47,233,016 10
Excess of expenditures over revenues during 1884 .....		3,907,057 29
Grants from the Treasury for 1881 and prior years (claims) .....	95,476 99	
Grants from the Treasury to pay readjusted salaries of postmasters .....	45,213 80	
Total of grants .....		140,690 79
Excess of expenditures over all receipts during 1884 .....		3,766,366 50
The balance standing to the credit of the general revenue account at the commencement of the fiscal year 1884 was .....		7,443,102 57
The balance standing to the credit of the same account at the close of the fiscal year was .....		3,676,736 07
Of which there was due by late postmasters { in suit,....	\$226,467 83	
{ not in suit. ....	82,820 95	
		309,288 78
		3,367,447 29

POSTMASTERS' QUARTERLY ACCOUNTS CURENT.

The net revenues of the Department from postages being the aggregate revenues at post offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were :

For the quarter ended September 30, 1883 .....	\$6, 313, 969 82
For the quarter ended December 31, 1883 .....	7, 115, 124 78
For the quarter ended March 31, 1884 .....	6, 604, 705 42
For the quarter ended June 30, 1884 .....	6, 011, 782 06
Total .....	26, 045, 582 08

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was :

For the quarter ended September 30, 1883 .....	47, 029
For the quarter ended December 31, 1883 .....	48, 276
For the quarter ended March 31, 1884 .....	48, 405
For the quarter ended June 30, 1884 .....	48, 591
Total .....	192, 301

STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was :

For the quarter ended September 30, 1883 .....	\$10, 083, 509 53
For the quarter ended December 31, 1883 .....	10, 678, 674 22
For the quarter ended March 31, 1884 .....	10, 302, 166 01
For the quarter ended June 30, 1884 .....	9, 681, 503 90
Total .....	40, 745, 853 66

Amount of official stamps furnished the different Departments included in the above amount of stamps sold :

For the State Department .....	\$2, 440 00
For the War Department .....	103, 710 26
For the Treasury Department .....	20, 000 00
For the Interior Department .....	28, 000 00
For the Department of Agriculture .....	120 00

Total official stamps .....

154, 270 26

Total ordinary stamps sold .....

40, 591, 583 40

LETTER POSTAGES.

The amount of postages paid in money was .....

110, 875 02

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts :

Kingdom of Great Britain and Ireland .....	\$93, 742 61
Dominion of Canada .....	12, 051 13
Republic of Mexico .....	2, 645 85
Republic of Chili .....	70 14
Republic of Guatemala .....	33 80
Empire of Russia .....	2 05
Republic of Venezuela .....	234 26
Kingdom of Norway .....	3 82
Kingdom of the Netherlands .....	5 53
Postal administration of Straits Settlements .....	11 67
Postal administration of the Bermudas .....	544 73
Postal administration of New South Wales .....	253 11
Postal administration of Curaçoa .....	121 88
Postal administration of British Honduras .....	52 87
Postal administration of Victoria .....	158 20
Postal administration of Jamaica .....	735 83

110, 667 48

Balance collected by postmasters .....

207 54

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1884:	
Kingdom of Sweden .....	\$1,158 75
Republic of Switzerland .....	66 19
International Bureau, Berne, Switzerland .....	669 10
Total 1884 .....	\$1,894 04
Service of previous years:	
Kingdom of Belgium .....	11,698 84
Kingdom of Sweden .....	1,158 75
Republic of Mexico .....	607 76
Colony of St. Thomas (West Indies) .....	183 96
Total for previous years .....	13,649 31
Aggregate amount paid .....	15,543 35

#### MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year, was:

For the regular supply of mail routes .....	\$21,539,384 17
For the supply of "special" offices .....	54,293 53
For the supply of "mail messenger" offices .....	832,084 06
For the salaries of railway postal clerks .....	3,072,193 42
For the salaries and expenses of the superintendents of the railway mail service, and the expenses of the commission on railroad transportation .....	59,674 68
Total .....	26,457,629 86

#### FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain .....	\$156,414 77
New York, Great Britain and Ireland, and Germany, and countries beyond .....	132,743 03
Philadelphia, Great Britain and Ireland .....	2,833 20
Boston, Great Britain and Ireland .....	752 89
Post-Office Department of Canada—English mail .....	175 66
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c .....	35,118 82
New York and Newfoundland .....	38 05
Boston and Nova Scotia .....	258 57
Baltimore and Bremen .....	52 69
Upper Pacific Coast—local mail .....	1,949 74
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands .....	19,125 78
Expenses of Government mail agent at Panama .....	840 00
Expenses of Government mail agent at Shanghai, China .....	2,776 55
Total .....	353,079 75
The amount credited to transportation accrued and charged to mail contractors for overcredits, being for fines and deductions, was .....	220,380 61
The amount of fines and deductions remitted was .....	28,058 01
Net amount of fines and deductions .....	192,322 60
Net amount of transportation accrued .....	26,618,387 01
The amount paid during the year was .....	25,359,816 57
Excess of transportation accrued .....	1,258,570 44

## PACIFIC RAILROADS SERVICE.

Included in the above amount of transportation accrued are the following balances for the transportation of the mails over Pacific railroads which have either been certified to the Register of the Treasury or are suspended awaiting a decision as to their final disposition:

## Regular service, 1884:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	\$448,575 16
Union Pacific Railway Company (old Kans. Pac. line), aided portion.....	70,428 15
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	174,921 04
Central Pacific Railroad Company, aided portion.....	212,054 36
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	206,658 75
Sioux City and Pacific R. R. Company, aided portion.....	12,481 07
Lines operated, leased, or controlled by S. C. and P. R. R. Co., non-aided.....	18,559 65
	<u>\$1,143,678 18</u>

## Use of postal cars:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	61,027 88
Union Pacific Railway Company (old Kans. Pac. line), aided portion.....	8,698 22
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	3,198 27
Central Pacific Railroad Company, aided portion.....	28,467 13
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	15,109 83
	<u>116,501 33</u>

Total service of 1884 not paid..... 1,260,179 51

## Regular service of previous years:

Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.... 10,391 46

Total service not paid for ..... 1,270,570 97

## STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report.....	\$355,812 14
Balance due the United States on account of postmasters becoming late during the fiscal year.....	83,270 50
	<u>439,082 64</u>
Amount collected during the year.....	\$116,471 89
Amount charged to "suspense".....	5,457 56
Amount charged to "bad and compromise debts".....	7,864 41
	<u>129,793 86</u>
Balance remaining due United States.....	309,288 78
Of which there is in suit.....	226,467 83
Not in suit.....	82,820 95
	<u>309,288 78</u>
Balance due late postmasters brought forward from last report.....	122,636 33
Amount becoming due during the fiscal year.....	99,167 22
	<u>221,803 55</u>
Amount paid during the year.....	79,495 55
Amount credited to "suspense".....	4,866 14
	<u>84,361 69</u>
Balance remaining due late postmasters.....	<u>137,441 86</u>

Amount in suit June 30, 1883 .....	\$210, 429 08	
Amount submitted for suit during the fiscal year .....	27, 050 84	
		\$237, 479 92
Of which there was collected during the year .....	6, 879 21	
Amount otherwise settled .....	4, 132 88	
		11, 012 09
Balance remaining in suit .....		226, 467 83
Amount of interest and cost collected in suit against late postmasters and sureties on postal accounts .....		781 05

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.

Accounts.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Aggregate.
Letter postage .....	\$39, 016 15	\$1, 021 67	\$47, 436 28	\$23, 400 92	\$110, 875 02
Box rents and branch offices .....	462, 100 37	464, 560 56	482, 109 97	495, 281 67	1, 904, 052 57
Fines and penalties .....	3, 498 00	5, 752 75	1, 823 50	10, 055 87	21, 130 12
Postage-stamps, stamped envelopes and wrappers, and postal cards .....	10, 083, 509 53	10, 678, 674 22	10, 302, 166 01	9, 681, 503 90	40, 745, 853 66
Dead letters .....	1, 699 01	2, 306 16	3, 412 92	2, 201 10	9, 619 19
Revenue from money-order business .....				507, 323 81	*507, 323 81
Miscellaneous .....	6, 044 65	7, 301 24	6, 619 63	7, 133 92	27, 104 44
Total .....	10, 595, 887 71	11, 159, 616 60	10, 843, 568 31	10, 726, 906 19	*43, 325, 958 81

\* This amount is \$12,168.27 less than was reported at the date of the annual report of the Postmaster-General. By working the money-order force night and day, what was supposed to be the true amount of the money-order revenues was arrived at and reported, but the final proofs disclosed a discrepancy after the Department report had been submitted and printed. The true revenue for the year is given in the above table.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.

Appropriations.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total expendi- tures on ac- count of 1884.	Expended on account of pre- vious years.	Aggregate expenditures.
Mails and post-offices and post-office inspectors.....	\$48,694 63	\$12,282 19	\$44,155 60	\$51,286 12	\$186,398 54	\$1,840 23	\$188,238 77
Fees to United States marshals, clerks, and counsel.....	122 50	3,628 60	8,234 49	4,601 96	1,888 25	1,513 44	10,225 19
Advertising.....	7,216 86	3,628 60	8,234 49	4,601 96	1,888 25	309 91	11,551 39
Miscellaneous, Office of the Postmaster-General.....	2,908 654 19	2,744 327 56	1,039 70	73 97	11,283 808 66	5,950 98	11,289 781 65
Compensation to postmasters.....	1,134,265 95	1,151,484 20	1,192,578 55	2,262,729 72	4,733,058 42	20,369 97	4,755,428 39
Compensation to clerks in post-offices.....	844,322 53	874,545 51	889,669 93	895,668 52	3,504,206 52	2,528 28	3,506,734 80
Free-delivery system.....	10,066 68	5,803 37	1,973 80	7,054 24	24,993 18		24,993 18
Wrapping-paper.....	19,326 00	9,878 80	10,348 90	23,444 71	67,998 41		67,998 41
Making and rating stamps.....	2,920 58	2,369 28	2,068 33	3,312 15	10,670 32		10,670 32
Letter-balances, ink, weights, and scales.....	10,850 20	2,385 40	68 60	8,794 15	19,998 35		19,998 35
Mailing implements, fourth-class offices.....						156 48	156 48
Postage stamps.....	103,091 54	109,799 58	104,801 35	112,612 11	430,294 58	9,580 98	439,875 56
Postage stamps.....	775 53	2,373 01	3,760 94	2,787 48	9,690 95	7 50	9,698 45
Stationery.....	31,844 05	11,412 01	11,744 94	4,967 23	59,968 23	1,608 73	61,576 96
Miscellaneous and incidental items, Office First Assistant Postmaster-General.....	13,054 23	14,864 60	13,184 53	16,215 63	57,318 99	2,245 18	59,564 17
Inland mail transportation, railroad routes.....	2,988 051 19	3,005,846 40	3,020,219 52	3,108,803 15	12,131,930 35	621,100 14	12,753,030 49
Inland mail transportation, steamboat routes.....	132,016 31	149,658 34	1,238,263 06	145,734 70	576,270 41	951 66	577,222 07
Inland mail transportation, star routes.....	1,308,129 20	1,290,257 40	1,233,857 33	1,271,920 14	5,074,164 16	85,255 75	5,159,419 91
Railway post-office car service.....	378,781 09	392,437 72	394,067 48	409,733 71	1,575,000 00	10,567 29	1,585,567 29
Necessary and special facilities on trunk lines.....	46,205 31	46,205 31	46,205 31	46,205 31	1,84,821 24		1,84,821 24
Railway post-office clerks.....	972,283 52	988,884 94	1,001,869 41	998,219 83	3,971,357 20	551 88	3,971,909 08
Route agents.....						284 34	284 34
Mail route messengers.....	189,801 51	215,348 17	206,964 31	212,725 71	824,839 70	7,241 36	832,081 06
Mail messengers.....	1,176 00	10,918 48	5,811 52	30,000 00	18,238 00	15,716 52	33,954 52
Mail locks and keys.....	101,288 63	62,222 45	36,751 61	16,789 40	217,052 09	197 70	217,249 79
Mail bags and mail-bag catchers.....			9,000 00		9,000 00		9,000 00
Railway post-offices for registered mail.....							
Miscellaneous items, Office Second Assistant Postmaster- General.....	61 00	116 50	200 34	18 20	396 94		396 94
Postage stamps.....	32,659 34	37,181 95	37,181 95	33,576 13	135,974 47	3,895 63	139,870 10
Postage stamps.....	1,735 00	1,772 45	1,803 26	1,456 78	6,757 40		6,757 40
Stamping-stamp agency.....	140,825 94	170,821 44	203,443 51	104,040 32	619,231 21		619,231 21
Stamped-envelope agency.....	3,740 00	4,009 08	3,740 00	3,882 64	15,351 72		15,351 72
Postal cards.....	55,466 76	50,426 13	46,749 11	44,804 33	197,466 33		197,466 33
Postal card agency.....	1,706 00	1,716 30	1,696 60	1,703 80	6,822 70		6,822 70
Registered-package envelopes, locks and seals, and post- office and dead-letter envelopes.....	26,012 22	23,218 58	30,025 98	23,574 10	102,830 88		102,830 88
Ship, steamboat, and way letters.....	447 67	378 38	337 37	431 46	1,614 88	31 36	1,646 24
Engraving, printing, and binding drafts and warrants.....	1,394 75	145 00		422 60	1,962 35		1,962 35

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, &amp;c.—Continued.

Appropriations.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total expendi- tures on ac- count of 1884.	Expended on account of pre- vious years.	Aggregate expenditures.
Miscellaneous items, Office Third Assistant Postmaster-Gen- eral .....	\$40 00		\$83 00	\$78 05	\$201 05		\$201 05
Transportation of foreign mails .....	62,904 13	\$91,786 85	93,089 58	75,213 56	322,994 12	\$22,343 97	345,338 09
Balances due foreign countries .....		699 10	1,158 75	66 19	1,894 04	13,649 31	15,543 35
Refund of moneys erroneously received .....						100 00	100 00
Furniture for money-order building .....	1,693 63		310 59		2,004 22		2,004 22
Readjusted compensation of postmasters, act March 3, 1883.						42,736 30	42,736 30
Total .....	11,006,251 09	11,492,965 84	11,628,958 44	11,676,785 28	46,404,960 65	819,509 62	47,224,500 27

### States and Territories.

States and Territories.		Receipts.		Expenditures.		Excess of receipts over expenditures.	
Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of post-masters.	Clerks for offices, rent, light, and fuel, incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of railway clerks and mail messengers.
135 61	\$28,980 08	\$530,587 87	\$536,676 41	\$234,038 85	\$600,569 68	\$20,642 71	\$52,865 21
135 61	20,102 86	819,224 15	339,552 62	152,363 88	25,126 38	11,791 73	22,667 40
87 80	14,162 77	284,029 10	308,279 47	151,353 35	19,489 95	4,260 50	18,555 66
1,557 98	133,803 75	2,735,015 25	870,976 99	433,168 03	390,387 36	342,871 35	310,076 20
135 95	21,920 00	296,683 32	371,849 28	25,283 86	87,309 67	45,966 85	47,513 63
131 35	56,062 64	751,300 64	808,516 63	212,518 58	371,646 49	44,431 08	38,046 84
6,645 97	209,272 22	7,865,863 77	9,001,755 06	964,748 49	236,054 91	860,351 76	475,615 28
288 42	37,530 81	8,633,863 08	9,001,755 06	257,560 47	476,232 52	66,085 00	35,511 21
1,311 53	115,011 60	3,737,949 98	3,453,673 11	662,632 99	476,232 52	514,163 41	361,494 95
28 36	2,063 49	93,524 13	93,515 98	32,600 96	8,259 50	9,974 37	6,655 73
281 23	13,322 40	83,524 13	738,147 66	139,550 86	115,264 34	105,671 46	63,165 50
68 57	16,384 40	614,680 12	331,153 09	272,964 15	60,633 28	31,924 96	63,200 56
65 06	7,575 72	219,919 40	227,560 78	115,813 48	24,639 68	7,834 59	24,162 17
87 10	11,713 75	307,962 78	370,763 63	170,499 51	18,030 06	4,030 00	30,932 21
52 86	9,082 11	401,135 43	250,270 40	114,537 45	17,263 77	9,226 83	48,436 61
273 56	18,914 31	492,580 34	110,002 17	30,386 58	116,794 76	447,024 73	331,980 52
14 83	9,631 63	182,368 49	192,037 05	58,191 75	14,269 56	3,380 35	24,158 05
2,343 48	113,395 04	2,584,208 93	2,700,007 45	661,390 95	315,443 15	224,924 35	679,886 01
908 09	96,768 75	1,362,073 50	1,450,408 94	491,232 85	118,105 33	72,674 08	134,067 68
772 14	64,352 82	1,030,814 84	1,065,943 80	412,872 09	110,760 73	69,829 51	102,671 48
2,431 04	150,199 45	4,490,766 34	3,633,365 15	783,576 61	535,035 33	288,166 65	470,359 75
301 18	63,729 13	949,434 84	1,013,465 15	363,944 63	86,931 67	50,083 91	64,738 09
442 91	105,812 39	1,263,588 46	1,370,143 70	545,271 32	115,526 30	137,085 48	197,622 07
252 22	22,616 40	635,347 48	678,216 10	225,566 94	61,589 26	50,017 32	816,027 62
145 74	12,632 65	503,740 98	516,539 37	185,146 46	56,886 52	178,985 48	136,027 62
49 70	16,423 95	298,863 45	315,356 90	156,956 48	31,407 57	31,883 58	100,703 79
23 83	15,323 38	221,616 47	246,961 68	140,656 85	16,141 23	22,551 09	22,551 09
115 25	14,931 00	240,616 86	254,783 20	135,633 85	55,768 97	5,043 23	254,951 12
82 10	18,043 40	340,837 99	404,863 49	199,571 91	59,767 25	51,636 63	38,968 42
226 61	59,515 51	875,521 49	873,171 61	331,521 49	83,456 42	86,182 24	88,206 94
471 05	75,519 65	1,089					



No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States—Continued.

States and Territories.	Receipts.			Expenditures.						Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.	
Oregon .....	\$104 74	\$16,951 06	\$191,200 86	\$210,288 66	\$80,473 61	\$17,243 30	\$6,380 18	\$20,731 07	\$216,740 32	\$341,577 51	\$133,208 85
Minnesota .....	265 53	59,773 18	700,625 63	860,384 34	255,636 25	88,149 67	43,190 19	64,228 36	667,540 39	1,148,753 88	290,369 54
Kansas .....	167 07	61,357 65	771,750 84	833,765 46	261,161 41	60,015 17	15,000 07	102,281 32	685,583 91	1,196,041 88	362,276 42
Nebraska .....	108 30	38,106 25	404,843 47	530,132 05	212,797 57	31,363 94	16,126 27	94,546 09	772,710 97	1,126,543 94	596,411 99
Nevada .....	19 10	8,865 87	368,195 77	477,080 74	136,970 15	6,334 70		4,366 42	130,598 58	180,189 65	113,108 91
Colorado .....	248 20	48,154 96	365,217 63	413,628 82	136,598 30	18,581 36	18,620 06	42,366 26	430,907 67	690,244 67	277,615 85
Utah .....	36 00	10,860 96	103,678 73	114,729 76	50,963 63	13,591 97		22,013 40	207,707 51	298,276 51	180,598 73
New Mexico .....	21 45	11,395 87	102,179 46	113,597 78	45,352 83	6,664 57		12,318 62	133,538 26	197,874 28	111,368 59
Washington .....	22 45	20,604 74	336,932 19	367,568 17	176,127 83	25,520 47		7,369 78	179,298 51	224,490 42	110,892 66
Dakota .....	40 20	7,772 43	56,938 81	64,730 54	36,947 15	6,733 29		25,627 58	120,772 90	214,550 31	140,819 77
Arizona .....	19 30	4,298 46	48,853 09	53,159 50	32,721 59	3,174 09		8,096 88	167,772 96	214,550 31	105,336 20
Idaho .....	17 95	4,943 72	45,767 66	50,714 58	23,012 19	3,480 40		1,844 06	120,772 96	184,621 68	45,907 10
Wyoming .....	4 20	4,943 72	45,767 66	50,714 58	23,012 19	3,480 40		1,844 06	120,772 96	184,621 68	45,907 10
Montana .....	51 22	17,248 51	104,444 94	121,596 82	53,891 20	15,008 83		16,473 48	98,778 65	184,150 16	62,535 34
Alaska .....									1,600 00	3,045 78	1,400 33
District of Columbia .....	1,030 03	5,046 40	277,091 60	283,168 12	6,178 47	172,420 15	64,863 97	148,846 96		302,309 55	109,141 43
Indian Territory .....	1 00	819 10	26,329 97	27,150 07	18,581 77	596 58			50,078 66	66,237 03	42,066 96
Total .....	22,089 79	1,024,741 20	40,627,059 83	42,584,800 82	11,278,420 83	2,250,297 41	3,406,033 06	805,297 28	21,430,801 25	46,290,820 53	8,291,942 40
Deduct miscellaneous items .....											
Add miscellaneous items .....		30,088 03	116,703 83	88,105 20	11,360 92	122,250 43	10,701 14	1,019 80	37,970 19	181,271 88	88,105 20
Grand total .....	22,089 79	1,901,052 57	40,745,853 66	42,672,966 02	11,289,781 85	2,372,547 84	3,416,734 20	806,317 08	21,468,771 44	46,472,932 41	4,695,087 80

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States—Continued.

RECEIPTS AND EXPENDITURES BY STATES.

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Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Excess of expenditures brought down.....	\$3,778,126 39	Receipts on account of dead letters.....	\$9,819 19
Amount paid for foreign mails and expenses of Government agents.....	345,338 09	Receipts on account of fines and penalties.....	21,130 12
Balances paid foreign countries.....	15,543 35	Receipts on account of letter postages.....	110,875 02
Ship, steamboat, and way letters.....	1,646 24	Receipts on account of miscellaneous.....	4,944 65
Wrapping-paper.....	24,988 18	Revenue from money-order business.....	507,823 81
Twine.....	62,998 41	Excess of transportation accrued.....	1,258,570 44
Readjusted compensation of postmasters.....	42,736 30	Excess of expenditures over receipts.....	3,898,601 46
Advertising.....	10,115 35		
Mail bags and catchers.....	170,976 12		
Engraving, printing, and binding drafts and warrants.....	1,962 35		
Mail locks and keys.....	33,942 52		
Postmarking and rating stamps.....	10,670 32		
Mail depredations and post office inspectors.....	180,752 21		
Letter-balances.....	19,998 35		
Expenses for postage-stamps, stamped envelopes, wrappers, and cards.....	985,499 55		
Dead-letter, official, and registered-package envelopes.....	102,880 88		
Sundry and miscellaneous payments.....	13,040 08		
	5,810,164 69		5,810,164 69

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1884.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balances unexpended.	Excess of expenditures.
Mail depredations and post-office inspectors, including fees to counsel, &c.	\$200,000 00	\$187,686 79	\$12,313 21	
Advertising	40,000 00	18,915 09	21,084 91	
Miscellaneous items, Office of the Postmaster-General.	1,500 00	1,151 39	348 61	
Post-route maps*	1,860 00		1,860 00	
Compensation to postmasters.	10,950,000 00	11,283,830 87		\$333,830 87
Compensation to clerks in post-offices.	4,775,000 00	4,735,058 42	39,941 58	
Payment to letter-carriers, and incidental expenses of the free-delivery system	3,514,653 40	3,504,206 52	10,446 88	
Wrapping-paper	25,000 00	24,988 18	11 82	
Twine	63,000 00	62,998 41	1 59	
Marking and rating stamps.	20,000 00	10,670 32	9,329 68	
Letter-balances, test-weights, and scales	20,000 00	19,998 35	1 65	
Rent, light, and fuel for post-offices.	445,000 00	430,294 58	14,705 42	
Office furniture	25,000 00	9,680 96	15,309 04	
Stationery	60,000 00	59,968 23	31 77	
Miscellaneous and incidental expenses, Office First Assistant Postmaster-General	90,000 00	57,818 99	32,681 01	
Inland transportation, railroad routes	12,200,000 00	12,181,950 35	68,049 65	
Inland transportation, steamboat routes	600,000 00	576,270 41	23,729 59	
Inland transportation, star routes	5,250,000 00	5,074,164 16	175,835 84	
Railway post-office car service	1,575,000 00	1,575,000 00		
Necessary and special facilities on trunk lines	185,000 00	184,821 24	178 76	
Railway post-office clerks	3,977,120 00	3,971,357 20	5,762 80	
Mail-messengers	865,000 00	824,839 70	40,160 30	
Mail locks and keys	20,000 00	18,226 00	1,774 00	
Mail-bags and mail-bag catchers	220,000 00	217,052 09	2,947 91	
Rawhide packing-trunks for registered mail	9,000 00	9,000 00		
Miscellaneous items, Office Second Assistant Postmaster-General.	1,000 00	398 94	603 06	
Postage-stamps	140,000 00	135,974 47	4,025 53	
Postage-stamp agency	8,100 00	6,757 49	1,342 51	
Stamped envelopes and newspaper wrappers	632,000 00	618,231 21	12,768 79	
Stamped envelope and newspaper-wrapper agency	16,000 00	15,351 72	648 28	
Postal cards	253,000 00	197,466 83	55,533 67	
Postal-card agency	7,300 00	6,822 70	477 30	
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	103,830 88	37,169 12	
Ship, steamboat, and way letters	1,500 00	1,614 88		114 88
Engraving, printing, and binding drafts and warrants	2,000 00	1,962 35	37 65	
Miscellaneous items, Office Third Assistant Postmaster-General	1,000 00	201 05	798 95	
Transportation of foreign mails	350,000 00	322,994 12	27,005 88	
Balances due foreign countries	60,000 00	1,894 04	58,105 96	
Furniture for money-order building	2,004 22	2,004 22		
Total	46,746,037 62	46,404,980 65	676,022 72	333,830 87

\* Not needed, having been supplied from the general Treasury by act approved July 7, 1884, Statutes, page 247, "Post-Office Department."

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Aug. 9	James Maynard, chief clerk division of mail depredations and post-office inspectors.	Expenses while traveling on official business in July, 1883, by order of the Postmaster-General.	\$24 00
Nov. 19 1884.	Wycoff, Seamans & Benedict .....	Copying on type-writer .....	13 72
Mar. 27	W. B. Thompson, superintendent railway mail service.	Expense of Postmaster-General at Chicago, Ill., in March, 1884.	23 25
Apr. 25	L. D. Myers, postmaster, Columbus, Ohio.	Board and traveling expenses as a member of the commission to investigate railway mail administration of the fifth district.	164 00
	Thomas Jones, jr., postmaster, Cleveland, Ohio.	.....do .....	108 50
	E. S. Tuley, assistant postmaster, Louisville, Ky.	.....do .....	138 30
	G. I. Reed, postmaster, Peru, Ind. ....	.....do .....	124 00
	Charles D. Johnson, stenographer, Indianapolis, Ind.	Professional service rendered to above commission.	432 00
	Frank Kraft, Saint Louis, Mo. ....	Copying for above commission .....	13 75
	Andrew Hart, Indianapolis, Ind. ....	Messenger service for above commission.	5 00
	Haesselman Journal Company, Indianapolis, Ind.	Stationery for above commission .....	6 65
May 8	W. B. Thompson, superintendent railway mail service.	Amount paid by him for expenses of the Postmaster-General and private secretary while inspecting fast mail on coast line.	17 25
16	James H. McKenney, clerk Supreme Court of United States.	Certified copy of petition and exhibits in case of ex parte A. Orlando Jackson, No. 6, October term, 1877.	2 00
27	W. B. Thompson, superintendent railway mail service.	Expenses of Postmaster-General and his private secretary while traveling on official business in May, 1884, paid by him.	59 97
June 3	Mrs. M. E. Mann, Washington, D. C. .	Volume No. 8, new series, Appleton's Annual Cyclopaedia for 1883.	7 00
July 8	John C. New & Son .....	Subscription to Indianapolis Journal for fiscal year 1884.	12 00
	Total paid .....	.....	1,151 39

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous and incidental expenses, Office of the First Assistant Postmaster-General."

## AMOUNTS PAID BY WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Sept. 21	John M. Hinkle, Washington, D. C....	Packing-boxes for stationery .....	\$148 50
Oct. 8	Albert H. Scott, Post-Office Department.	Expenses incurred under order of September 20, 1883, inspecting post-office at New York, N. Y. ....	20 11
19	John M. Hinkle, Washington, D. C....	Boxes.....	156 00
Dec. 20	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at Louisville, Ky., and New Orleans, La., under order of the Postmaster-General dated November 19, 1883. ....	102 55
20	John M. Hinkle, Washington, D. C....	Boxes.....	61 50
1884.			
Jan. 28	Hon. A. A. Freeman, Assistant Attorney-General.	Additional expenses under order of November 19, 1883. ....	50 65
Apr. 7	John M. Hinkle, Washington, D. C....	Boxes.....	66 00
June 28	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at New Orleans under order of the Postmaster-General dated May 1, 1884. ....	143 57
30	A. Burt, superintendent of mails, Cincinnati, Ohio.	Expenses incurred en route and at Boston, Mass., inspecting post-office, as per orders of the Postmaster-General dated May 23 and June 11, 1884. ....	222 60
July 3	H. B. Jenks, chief clerk, railway mail service, Louisville, Ky.	Expenses incurred in visiting Washington as per telegram of the Postmaster-General dated June 10, 1884. ....	28 45
8	John M. Hinkle, Washington, D. C....	Boxes.....	246 00
	Total paid .....		1,245 98

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1883.			
Oct. 8	E. S. Toby, postmaster, Boston, Mass..	Amount paid for repairs, first and second quarters, 1883. ....	\$785 17
12	H. N. Moore, postmaster, Grand Rapids, Mich.	Telephone, first quarter, 1883. ....	12 50
Nov. 19	E. S. Toby, postmaster, Boston, Mass..	Miscellaneous expenses, first and second quarters, 1883. ....	242 48
22	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenses, second quarter, 1883. ....	49 95
23	William Ward, postmaster, Newark, N. J.	Miscellaneous expenditures, third quarter, 1883. ....	75
	H. Adreon, postmaster, Baltimore, Md.	do .....	29 35
27	S. W. Backus, postmaster, San Francisco, Cal.	Telegrams, second quarter, 1883 .....	1 82
30	E. D. Woodruff, postmaster, Auburn, N. Y.	Water and telephone, 1883 .....	67 25
Dec. 8	W. H. Tubbs, postmaster, New London, Conn.	Miscellaneous expenditures, second quarter, 1883. ....	2 92
	J. H. Manley, postmaster, Augusta, Me.	do .....	10 00
	T. H. Learned, postmaster, Pittsfield, Mass.	do .....	8 60
	J. M. Bedford, postmaster, Buffalo, N. Y.	do .....	50
	W. H. Van Cott, postmaster, Glen's Falls, N. Y.	do .....	17 50
	W. N. Jones, postmaster, Yonkers, N. Y.	do .....	5 00
	John A. Myler, postmaster, Allegheny, Pa.	do .....	12 00
	D. O. Getz, postmaster, Chambersburg, Pa.	do .....	25
	J. K. Dawes, postmaster, Easton, Pa.	do .....	13 90
	J. N. H. Reisinger, postmaster, Meadville, Pa.	do .....	8 75
	John Woods, postmaster, Joliet, Ill.	do .....	85
	V. C. Thompson, postmaster, Louisville, Ky.	do .....	8 00
	W. W. Jenkins, postmaster, Charlotte, N. C.	do .....	60
	J. E. Slaughter, postmaster, Mobile, Ala.	do .....	5 35
	C. W. Buckley, postmaster, Montgomery, Ala.	do .....	10 40
	J. Ricord, postmaster, Iowa City, Iowa.	do .....	60

# MISCELLANEOUS PAYMENTS—FIRST ASSISTANT P. M. GENERAL. 677

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Dec. 8	A. H. Hamilton, postmaster, Ottumwa, Iowa.	Miscellaneous expenditures, second quarter, 1883.	\$73 68
8	R. P. W. Morris, postmaster, Lynchburg, Va.	do	1 10
8	M. P. Rue, postmaster, Norfolk, Va.	do	1 25
8	S. M. Jost, postmaster, Staunton, Va.	do	50
8	F. C. Humphrey, postmaster, Pensacola, Fla.	do	28 88
8	M. G. Wingar, postmaster, Atchison, Kans.	do	2 70
8	J. J. Gopsill, postmaster, Jersey City, N. J.	do	1 25
15	W. W. Smith, postmaster, Cedar Rapids, Iowa.	Repairs, third quarter, 1883	5 75
15	N. N. Tyner, postmaster, Fargo, Dak.	Repairs, second quarter, 1883	83 46
15	T. L. Tullock, postmaster, Washington, D. C.	Car tickets, second quarter, 1883	10 00
15	W. B. Merchant, postmaster, New Orleans, La.	Miscellaneous expenditures, second quarter, 1883.	120 00
15	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	6 00
15	C. E. Carr, postmaster, Galesburgh, Ill.	do	5 75
21	J. P. Newcomb, postmaster, San Antonio, Tex.	Miscellaneous expenditures, second quarter, 1883.	1 85
21	T. S. Case, postmaster, Kansas City, Mo.	do	5 26
21	C. C. Davis, postmaster, Leadville, Colo.	do	10 30
21	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	50
1884.			
Jan. 7	G. Robertson, postmaster, Troy, N. Y.	Miscellaneous expenditures, second quarter, 1883.	144 40
8	H. W. Gardner, postmaster, Providence, R. I.	Directories, second quarter, 1883	9 00
21	L. M. Terrell, assistant superintendent railway mail service.	Amount paid for transportation and hotel bills of Hon. B. H. Brewster and others to and at New Orleans, La., on account of the Post-Office Department.	464 20
Feb. 2	J. McLeer, postmaster, Brooklyn, N. Y.	Miscellaneous expenditures, second quarter, 1883.	47 28
2	H. G. Pearson, postmaster, New York, N. Y.	do	15 75
2	C. E. Carr, postmaster, Galesburgh, Ill.	Miscellaneous expenditures, 1883	35 94
2	F. W. Palmer, postmaster, Chicago, Ill.	Miscellaneous expenditures, third quarter, 1883.	1,023 70
2	O. Garriassen, postmaster, Galveston, Tex.	do	7 30
2	J. R. Dunkelberger, postmaster, Los Angeles, Cal.	do	30 37
Mar. 3	N. D. Sperry, postmaster, New Haven, Conn.	Miscellaneous expenditures, second quarter, 1883.	25
3	W. H. Van Cott, postmaster, Glens Falls, N. Y.	do	5 70
3	A. C. Chase, postmaster, Syracuse, N. Y.	do	25
3	G. Robertson, postmaster, Troy, N. Y.	do	2 20
3	A. D. Wilt, postmaster, Dayton, Ohio.	do	3 75
3	T. S. Case, postmaster, Kansas City, Mo.	do	57 85
3	J. K. Dawes, postmaster, Easton, Pa.	Miscellaneous expenditures, third quarter, 1883.	8 00
3	J. H. Manley, postmaster, Augusta, Me.	do	10 00
11	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, fourth quarter, 1883.	13 66
14	O. Garriassen, postmaster, Galveston, Tex.	Miscellaneous expenditures, second quarter, 1883.	15
17	D. Hays, postmaster, Saint Louis, Mo.	Carriage hire, fourth quarter, 1883.	45 00
17	P. H. Dowling, postmaster, Toledo, Ohio.	Miscellaneous expenditures, third quarter, 1883.	30 00
17	E. C. Fuller, postmaster, Scranton, Pa.	Miscellaneous expenditures, second quarter, 1883.	2 00
17	C. K. Contant, postmaster, Omaha, Nebr.	Miscellaneous expenditures, fourth quarter, 1883.	2 25

No. 6.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount
1884.			
Apr. 16	R. W. P. Morris, postmaster, Lynch-burgh, Va.	Ice, third quarter, 1883.	\$9 19
30	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, second quar-ter, 1883.	17 50
May 8	J. K. Dawes, postmaster, Easton, Pa.	.....do .....	8 75
14	A. D. Wilt, postmaster, Dayton, Ohio.	.....do .....	2 00
June 4	Z. B. Hargrove, postmaster, Rome, Ga.	Miscellaneous expenditures, first quarter, 1884.	4 15
13	George K. Whitner, postmaster, Read-ing, Pa.	Miscellaneous expenditures, second quar-ter, 1883.	5 00
13	E. J. Agnew, postmaster, New Castle, Pa.	Miscellaneous expenditures, fourth quar-ter, 1883.	3 25
13	A. W. Howard, postmaster, Yankton, Dak.	.....do .....	12 00
16	B. H. Camp, acting postmaster, At-lanta, Ga.	Miscellaneous expenditures, third quarter, 1883.	12 00
18	Thomas Jones, postmaster, Cleveland, Ohio.	Miscellaneous expenditures, first quarter, 1884.	4 00
18	B. H. Camp, acting postmaster, At-lanta, Ga.	Miscellaneous expenditures, fourth quar-ter, 1883.	60
30	E. A. Clifford, Sixth Auditor's Office, Washington, D. C.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine and report upon the requirements of certain post-offices, order dated June 26, 1882.	300 00
July 8	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, first quarter, 1884.	20 65
8	J. C. Michie, postmaster, Covington, Ky.	Telephone, fourth quarter, 1882.....	18 00
Sept. 19	L. McLaws, postmaster, Savannah, Ga.	Miscellaneous expenses, second quarter, 1884.	50
26	C. R. Parkinson, postmaster, Oswego, N. Y.	.....do .....	50
29	B. H. Camp, acting postmaster, At-lanta, Ga.	Miscellaneous expenses, first quarter, 1884.	111 62
	Total paid .....		4, 132 27

## RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current, for incidental office expenses, such as repairs, gas-fixtures, telegrams, &amp;c.:

Third quarter, 1883.....	\$12, 681 02
Fourth quarter, 1883.....	13, 020 42
First quarter, 1884.....	13, 076 39
Second quarter, 1884.....	15, 441 74

Total .....	54, 219 57
Amount paid by warrant .....	\$1, 245 63
Amount credited on general accounts.....	4, 132 27
	5, 378 20

Total .....	59, 597 77
Deduct amount of counter-entries.....	33 60
Amount paid and charged to "Miscellaneous, Office First Assistant Postmaster-General" ..	59, 564 17

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Second Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Sept. 6	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for July and August, 1883.	\$7 50
Oct. 19	George M. Sweney, chief of inspection division, Post-Office Department.	Expense while on official business en route to and from and at Omaha, Nebr.	54 40.
19	A. G. Gedney, Washington, D. C.	One automatic numbering machine .....	45 00
24	Owen Riley, Post-Office Department.	Expenses of investigation of regulation wagon service at Saint Louis, Mo., in October, 1883.	65 50
Dec. 7	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for September, October, and November, 1883.	6 00
1884. Jan. 19	Byron J. Adams, Washington, D. C.	Service on mail proposals in January, 1884..	25 60
18	Claude E. Clifton, Washington, D. C.	.....do .....	16 00
18	John F. Walker, Washington, D. C.	.....do .....	16 00
Feb. 18	Isaac C. Slater, superintendent railway adjustments, Post-Office Department.	Expenses of an official visit to New York and Philadelphia in February, 1884.	25 77
19	George M. Sweney, chief of inspection division, Post-Office Department.	.....do .....	27 37
29	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses of an official visit to New York, N. Y.	8 45
Mar. 18	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times from December 1, 1883, to March 15, 1884.	7 00
Apr. 23	S. A. Whitfield, postmaster, Cincinnati, Ohio.	Expenses while investigating the sufficiency of sureties to mail proposals in March, 1884.	74 15
May 9	Byron S. Adams, Washington, D. C.	Service in stamping mail bids .....	6 40
9	Richard Clifton, Washington, D. C.	Service on press in connection with mail proposals.	3 00
June 11	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses while investigating the mail-messenger and transfer service at Cincinnati, Ohio.	
	Total paid .....	.....	396 04

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Office of the Third Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Aug. 3	William Bamgarten, Washington, D. C.	Numbering machine.....	\$40 00
1884. Apr. 18	W. H. Boyd, Washington, D. C. ....	Directories of principal cities for dead-letter office.	83 00
May 12	William Ballantyne & Son, Washington, D. C.	Almanac de Gotha and Statesman's Year-Book.	6 00
June 7	Thomas P. Graham, chief of stamp division.	Expense of official visit to stamp agencies at New York, Hartford, and Springfield.	44 05
July 8	J. Bradley Adams, Washington, D. C.	Lippincott's Pronouncing Gazetteer of the World.	10 00
Aug. 11	J. C. Parker, Washington, D. C. ....	Subscription to National Republican and New York Times for fiscal year 1884.	18 00
	Total paid .....	.....	201 05



No. 9.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1884.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21	.....	\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46	.....	4,238,733 46	4,430,662 21
1839.....	4,484,656 70	.....	4,484,656 70	4,636,536 31
1840.....	4,543,521 92	.....	4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,657 00	4,890,383 27	4,489,527 61
1842.....	4,546,849 65	.....	4,546,849 65	5,674,751 80
1843.....	4,206,225 43	.....	4,206,225 43	4,374,753 71
1844.....	4,277,287 83	.....	4,277,287 83	4,296,512 70
1845.....	4,289,841 80	.....	4,289,841 80	4,320,731 90
1846.....	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848.....	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849.....	4,705,176 28	.....	4,705,176 28	4,479,049 13
1850.....	5,409,984 86	.....	5,409,984 86	5,212,953 43
1851.....	6,410,604 33	.....	6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853.....	5,240,724 70	2,225,000 00	7,465,724 70	7,982,756 59
1854.....	6,245,586 22	2,736,748 96	8,982,335 18	8,577,424 12
1855.....	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,929,821 66	3,748,881 56	10,678,703 22	10,405,286 36
1857.....	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858.....	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859.....	7,908,484 07	3,915,946 49	11,824,430 56	11,458,083 63
1860.....	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 89
1861.....	8,349,296 40	4,639,806 53	12,989,102 93	13,606,759 11
1862.....	8,289,820 90	2,568,953 71	10,858,774 61	11,125,364 13
1863.....	11,163,789 59	1,007,848 72	12,171,638 31	11,314,207 64
1864.....	12,438,253 78	749,960 00	13,188,233 78	12,644,786 20
1865.....	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866.....	14,436,986 21	.....	14,436,986 21	15,352,079 30
1867.....	15,297,026 87	3,991,606 67	19,288,693 54	19,235,483 46
1868.....	16,262,600 60	5,696,525 00	21,959,125 80	22,730,592 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870.....	19,772,220 65	4,022,140 85	23,794,361 50	23,996,837 63
1871.....	20,067,045 42	4,126,200 00	24,193,245 42	24,390,104 08
1872.....	21,915,426 37	1,933,750 00	23,849,176 37	26,658,192 31
1873.....	22,996,741 57	5,690,475 00	28,687,216 57	29,084,945 67
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875.....	26,791,360 69	6,704,646 96	33,496,007 55	33,611,309 45
1876.....	28,634,197 50	5,068,583 03	33,702,780 53	33,263,487 58
1877.....	27,531,585 26	7,013,300 00	34,544,885 26	33,486,322 44
1878.....	29,277,516 95	5,307,652 82	34,585,169 77	34,165,084 49
1879.....	30,041,962 86	3,297,965 25	33,339,948 11	33,449,899 45
1880.....	33,315,479 34	3,597,717 20	36,913,196 54	34,542,803 68
1881.....	36,785,397 97	3,297,921 46	40,083,319 43	39,592,566 22
1882.....	41,876,410 15	6,595 12	41,883,005 27	40,482,021 23
1883.....	45,508,692 61	21,416 85	45,530,109 46	43,282,944 43
1884.....	43,335,958 81	140,690 79	43,466,649 60	47,224,560 27

ees for the fiscal year ended June 30, 1884.\*

light, fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.
			\$1,200 00	\$716 21	53
			4,127 68	13,658 47	23
			1,525 00	3,860 25	81
37 50			3,087 50	3,097 03	50
			1,412 50	1,129 01	56
			1,515 00	1,239 80	53
			1,362 50	660 10	67
	\$1 50		1,759 83	1,495 87	54
			2,350 00	4,168 27	36
			1,225 00	1,686 27	63
			1,618 00	1,806 23	44
	365 19	\$5,722 13	19,082 82	23,096 19	45
78 57	112 66	2,973 95	11,815 18	14,762 64	43
			2,030 00	1,573 79	56
30 00	29 65		5,877 98	10,391 15	36
			1,949 90	1,593 84	55
	8 00		1,827 86	1,649 71	68
			2,275 00	8,148 04	42
	2 50		1,592 00	8,491 03	76
			1,801 00	544 68	76
			1,400 00	922 87	60
De 07	514 50	8,696 08	70,284 25	86,504 43	44

			\$1,375 00	\$555 60	71
			1,825 00	2,021 17	47
			2,748 90	3,400 45	45
30 00	\$107 15		4,782 15	2,543 26	35
18 75			4,477 65	7,287 92	68
18 75	107 15		15,208 70	15,808 40	49

\* not included.

## ERRATA.

In Table No. 10, Auditor's report, for "per cent. expense to gross receipts," read—

Hartford, Conn.....	29	Marlborough, Mass.....	40
Meriden, Conn.....	35	Medford, Mass.....	36
Augusta, Ga.....	50	Springfield, Mass.....	29
Burlington, Iowa.....	42	Worcester, Mass.....	34
Lynn, Mass.....	42	Minneapolis, Minn.....	30
Malden, Mass.....	35	Kansas City, Mo.....	28
Marblehead, Mass.....	42	Pottsville, Pa.....	59

No. 10.—Gross receipts, expenses

Office.	Class
Athens.....	
Birmingham.....	
Memphis.....	
Evansville.....	
St. Louis.....	
Greensboro.....	
Greenville.....	
Hamsville.....	
La Fayette.....	
Marion.....	
Mobile.....	
Montgomery.....	
Opelika.....	
Seima.....	
Talladega.....	
Troy.....	
Tuscaloosa.....	
Tusculum.....	
Union Springs.....	
Uniontown.....	
Total.....	

Globe.....	
Phoenix.....	
Prescott.....	
Tombstone.....	
Tucson.....	
Total.....	
* Office	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## ARKANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Arkadelphia.....	3	\$2,348 75	\$1,300	\$162 00		\$2 75		\$1,464 75	\$884 00	62
Batesville.....	3	1,934 57	1,100	78 57				1,178 57	756 00	60
Camden.....	3	2,420 16	1,400	675 00				2,075 00	845 16	66
Eureka Springs.....	3	4,977 01	1,800	1,500 00				3,300 00	1,677 01	66
Fayetteville.....	3	3,377 36	1,550	540 00				2,090 00	1,287 36	62
Fort Smith.....	2	6,227 14	2,050	1,332 61	\$360 00	70 35		3,812 96	4,414 18	46
Helena.....	3	5,782 49	1,850	600 00				2,450 00	3,332 49	42
Hope.....	2	2,994 34	1,450	466 30				1,916 30	1,078 04	64
Hol Springs.....	2	14,570 24	2,400	2,601 50	820 00	52 46		6,773 96	8,796 28	40
Little Rock*.....	1	32,776 61	3,000	7,967 73		41 35	\$5,083 23	16,092 31	16,684 30	49
Newport.....	3	2,870 98	1,350	800 00				1,650 00	1,220 98	57
Pine Bluff.....	3	6,443 96	1,875	1,000 00		23 65		2,898 65	3,545 31	45
Prescott.....	3	2,132 96	1,200	200 00				1,400 00	782 96	65
Texarkana.....	2	8,682 84	2,050	1,236 50				3,286 50	5,396 34	38
Van Buren.....	3	2,601 54	1,250	299 46		2 25		1,551 71	1,049 83	60
Total.....	.....	102,140 96	25,625	18,859 67	1,180 00	192 81	5,083 23	50,940 71	51,200 24	50

\* In public building; no rent paid.

## CALIFORNIA.

Alameda.....	3	\$3,291 34	\$1,450	\$200 00				\$1,650 00	\$1,641 34	50
Anburn.....	3	2,953 05	1,475	180 00				1,635 00	1,268 05	56
Bakersfield.....	3	2,199 64	1,325					1,325 00	874 64	60
Benito.....	3	3,499 55	1,500	366 30				1,916 30	1,583 25	55
Berkley.....	3	2,814 65	1,800					1,300 00	1,514 65	50
Bodie.....	3	3,353 19	1,850	1,225 00	\$187 50	\$1 25		3,363 75		100.3
Calistoga.....	3	1,663 21	1,000	281 00				1,281 00	412 21	76
Chico.....	3	5,644 17	1,925					1,625 00	3,819 17	32
Colusa.....	3	2,668 86	1,625	399 73				2,024 73	1,644 13	76
Dixon.....	3	2,546 04	1,200					1,200 00	1,346 04	52
Eureka.....	3	5,994 37	1,700	500 00				2,275 00	4,827 06	23
Fresno City.....	3	7,102 06	1,775					1,450 00	1,319 20	52
Glroy.....	3	2,769 20	1,450					2,682 13	2,590 30	50
Grass Valley.....	3	5,172 45	1,850	625 00	107 15			1,200 00	1,005 68	54
Hanford.....	3	2,205 63	1,200					1,575 00	2,186 62	42
Healdsburg.....	3	3,781 62	1,575					1,575 00	1,066 57	46
Hollister.....	3	3,281 57	1,575					1,575 00	1,705 57	48
Livermore.....	3	1,779 24	1,100					1,100 00	679 24	62
Los Angeles.....	3	40,142 06	2,800	5,173 44	703 70	11 50	\$3,113 50	11,902 14	38,279 92	23

Marysville	2	7,713 95	1,150 00	616 60			3,966 60	3,747 35	51
Merced	2	3,716 27					1,525 00	2,191 27	41
Modesto	2	5,114 97	350 00	11 00			1,175 00	2,978 97	42
Monterey	2	2,702 61					1,175 00	1,527 61	43
Napa City	2	7,983 96	743 00				1,925 00	5,140 96	36
Nevada City	2	4,994 76	877 59	75 90			2,843 00	2,146 27	56
Oakland	2	55,989 05	7,705 00	1,022 00	278 17	10,027 79	21,957 96	34,031 09	39
Oroville	2	3,579 97	324 00				1,899 00	1,680 97	53
Petaluma	2	6,951 90	540 00				3,490 00	4,461 90	36
Placerville	2	2,722 09	810 00				2,025 00	3,941 77	84
Red Bluff	2	5,966 77	1,900 00	125 00			1,625 00	2,330 66	36
Riverside	2	4,455 66					2,094 78	2,342 51	48
Sacramento	2	43,327 29	9,920 00	2,360 80	50 90	5,578 08	1,675 00	2,477 38	40
Saint Helena	2	4,152 38	50 00				1,575 00	2,518 68	40
Salinas	2	3,893 68					2,050 00	3,981 08	35
San Bernardino	2	5,931 08	150 00				1,800 00	3,757 87	70
San Buenaventura	2	2,567 87	875 00				1,810 00	2,814 31	54
San Diego	2	6,124 31	880 00	480 00			3,310 00	820,206 13	36
San Francisco†	2	102,035 29	2,348 60				178,592 51	20,086 13	26
San José	2	27,070 77	4,019 00	272 25	1,997 75	67,462 87	2,325 00	2,501 81	48
San Luis Obispo	2	4,828 81	660 00		43 39		1,750 00	2,555 95	41
San Rafael	2	4,305 95					1,375 00	1,571 18	47
Santa Ana	2	2,948 18	875 00	49 50	3 00		2,927 50	4,285 89	41
Santa Barbara	2	7,213 19	100 00				1,675 00	1,965 28	47
Santa Clara	2	3,540 28	100 00				2,075 00	5,097 58	27
Santa Cruz	2	7,772 58	100 00				2,475 00	5,180 01	32
Santa Rosa	2	7,655 01	500 00				1,940 00	924 05	68
Sonoma	2	2,864 05	540 00				6,483 60	13,240 68	29
Stockton	2	18,724 28	2,750 00	233 60			1,607 00	1,050 59	61
Truckee	2	2,717 59	242 00				1,415 00	1,960 99	51
Ukiah	2	2,775 99	90 00				2,414 00	3,374 90	42
Vallejo	2	6,789 90	449 00				1,925 00	1,925 02	50
Vincia	2	3,851 02	300 00				1,550 00	2,285 87	40
Watsonville	2	3,835 87					1,125 00	2,888 03	56
Willows	2	2,013 03							
Woodland*	2								
Yreka	2	2,924 22	435 00				1,885 00	1,039 22	65
Total		890,375 43	145,850 35	8,651 60	2,885 96	80,182 24	340,720 15	549,065 84	38

\* Returns from March 9 to March 31, 1884, are delinquent. † In public building. No rent paid for central office.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## COLORADO.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.
Alamosa.....	3	\$2,048 76	\$1,400	\$400 00				\$1,800 00	\$248 76	88
Alma.....	3	1,494 19	1,050					1,050 00	444 19	70
Black Hawk.....	3	2,271 10	1,400	200 00				1,600 00	671 10	70
Boulder.....	2	7,088 99	2,100	1,486 65	\$254 56	\$174 35		4,015 56	3,068 43	57
Breckenridge.....	3	2,569 02	1,525	900 00				2,425 00	144 02	94
Buena Vista.....	3	3,777 14	1,675	400 00				2,075 00	1,702 14	55
Canon City.....	3	4,378 43	1,800	870 00				2,670 00	1,708 43	61
Central City.....	2	5,428 79	2,025	1,800 00	177 50			4,002 50	1,421 29	74
Colorado Springs.....	2	13,580 65	2,600	2,800 00	28 40	12 10		5,438 50	8,142 15	40
Del Norte.....	3	2,633 69	1,475	462 50				1,937 50	696 19	73
Denver.....	1	135,800 88	8,425	20,131 79	3,045 45	1,119 20	\$15,007 24	42,729 68	92,070 90	31
Durango.....	2	5,386 82	2,075	1,500 00	9 25	5 65		3,589 90	1,796 92	66
Fort Collins.....	3	5,218 88	1,800	300 00				2,100 00	3,118 88	40
Georgetown.....	2	5,136 57	2,025	1,155 00	164 25			3,344 25	1,792 32	65
Golden.....	3	4,075 15	1,825	450 00	100 00			2,375 00	1,700 15	58
Greeley.....	3	6,763 37	1,875	474 01				2,349 01	4,414 36	35
Gunnison.....	2	7,430 66	2,150	1,200 00				3,350 00	4,080 66	45
Idaho Springs.....	3	3,502 27	1,600	150 00				1,750 00	1,752 27	50
Kokomo.....	3	1,123 65	1,300					1,300 00		116
Lake City.....	3	2,154 08	1,500	665 00				2,165 00	101	101
Leadville.....	2	28,329 53	2,850	8,000 00	2,545 12	244 30	3,613 75	17,253 17	11,076 36	61
Longmont.....	3	4,075 00	1,725	300 00				2,025 00	2,050 00	50
Ouray.....	3	3,317 67	1,500	474 91				1,974 91	1,342 76	60
Pitkin.....	3	1,720 73	1,250					1,250 00	470 73	73
Pueblo.....	2	14,044 80	2,575	2,900 00	1,030 00	69 80		6,574 80	7,470 00	47
Rico.....	3	1,827 47	1,575	100 00				1,675 00	152 47	92
Salida.....	3	4,504 15	1,500	400 00				1,900 00	2,604 15	40
Silver Cliff.....	3	2,313 07	1,725	1,002 80				2,727 80	85 27	96
Silverton.....	3	5,620 08	1,775	353 02				2,158 02	3,462 06	39
South Pueblo.....	3	9,670 73	2,425	1,640 00	563 91			4,650 91	5,019 82	48
Trinidad.....	3	5,993 51	1,975					2,435 00	3,558 51	41
Total.....		303,769 02	57,500	51,007 68	7,937 44	1,625 40	18,620 99	136,691 51	167,264 76	40

## CONNECTICUT.

Arsenic	2	90,761 92	2,950	\$906 50	\$584 73	.....	.....	.....	\$2,641 23	\$6,120 62	37
Birmingham	2	131 05	2,850	1,000 00	581 00	.....	.....	.....	1,975 00	1,454 40	49
Bristol	2	820 26	1,875	.....	.....	.....	.....	.....	1,875 00	2,886 65	43
Bridport	1	52,290 28	8,150 33	7,071 04	3,280 61	\$174 50	.....	.....	22,403 63	2,292 81	31
Burlington	3	5,132 81	1,950	.....	.....	.....	.....	.....	1,950 00	1,191 67	53
Calverville	3	2,537 67	1,850	.....	.....	.....	.....	.....	1,850 00	2,377 56	45
Danbury	2	14,225 88	2,500	2,223 00	460 00	80 82	.....	.....	2,576 82	2,082 01	46
Danville	2	3,275 88	1,600	324 00	.....	.....	.....	.....	1,648 00	2,377 56	45
Danville	2	2,510 54	1,200	.....	.....	.....	.....	.....	1,200 00	1,741 01	48
Deep River	3	2,841 01	1,200	.....	.....	.....	.....	.....	1,200 00	1,741 01	48
Derry	3	2,759 91	1,435	150 00	.....	.....	.....	.....	1,435 00	1,194 01	57
Easton	3	2,247 39	1,125	.....	.....	.....	.....	.....	1,125 00	1,097 39	51
Easton	3	2,460 42	1,425	100 00	.....	.....	.....	.....	1,425 00	1,044 42	44
Easton	3	2,228 30	1,215	.....	.....	.....	.....	.....	1,215 00	1,003 30	55
Easton	3	128,487 87	3,435	19,801 05	.....	102 72	14,492 04	.....	37,550 81	90,607 04	43
Easton	1	28,674 53	1,550	.....	.....	.....	.....	.....	1,550 00	2,124 53	48
Easton	2	28,108 17	2,750	2,399 00	1,430 39	8 26	3,292 35	.....	2,750 00	18,228 18	23
Easton	2	20,315 35	2,575	2,057 83	.....	38 70	.....	.....	2,575 00	15,443 85	23
Easton	2	2,857 98	1,425	.....	.....	.....	.....	.....	1,425 00	1,432 86	50
Easton	2	2,696 62	1,825	.....	.....	.....	.....	.....	1,825 00	1,361 62	40
Easton	2	2,178 75	1,850	.....	.....	.....	.....	.....	1,850 00	2,528 75	39
Easton	2	10,714 54	2,650	2,444 66	907 97	21 43	.....	.....	2,650 00	12,480 48	32
Easton	2	10,714 54	2,650	.....	.....	.....	.....	.....	2,650 00	1,087 49	52
Easton	2	1,997 05	1,200	.....	.....	.....	.....	.....	1,200 00	1,872 05	54
Easton	3	110,539 39	3,125	13,995 54	.....	368 91	18,519 30	.....	42,228 95	68,809 44	38
Easton	2	10,408 34	2,675	3,230 00	1,662 00	139 97	.....	.....	1,615 87	11,700 37	39
Easton	2	8,983 64	1,625	300 00	.....	.....	.....	.....	1,625 00	2,157 64	46
Easton	2	8,893 55	1,225	773 00	436 30	.....	.....	.....	1,225 00	2,467 25	38
Easton	2	25,454 84	2,750	3,500 00	1,557 40	29 62	.....	.....	2,750 00	17,647 82	31
Easton	2	2,458 14	1,325	.....	.....	.....	.....	.....	1,325 00	1,191 14	54
Easton	2	2,443 89	1,325	.....	.....	.....	.....	.....	1,325 00	1,243 39	40
Easton	3	2,128 00	1,625	.....	.....	.....	.....	.....	1,625 00	2,503 98	39
Easton	3	2,205 21	1,725	470 33	.....	.....	.....	.....	1,725 00	2,009 88	42
Easton	3	2,288 65	1,625	.....	.....	.....	.....	.....	1,625 00	2,481 65	30
Easton	3	2,584 01	1,800	.....	.....	.....	.....	.....	1,800 00	2,264 01	51
Easton	3	2,068 66	1,600	.....	.....	.....	.....	.....	1,600 00	2,408 66	40
Easton	3	2,898 23	1,625	.....	.....	.....	.....	.....	1,625 00	2,171 23	41
Easton	2	8,824 22	2,075	785 00	248 50	.....	.....	.....	2,075 00	2,215 72	37
Easton	2	2,200 00	1,425	200 00	.....	.....	.....	.....	1,425 00	1,783 00	48
Easton	2	15,718 28	2,450	1,650 00	215 00	7 00	.....	.....	2,450 00	1,498 28	27
Easton	2	8,100 29	1,500	.....	.....	.....	.....	.....	1,500 00	1,600 29	48
Easton	3	8,655 87	1,600	.....	.....	.....	.....	.....	1,600 00	2,055 87	45
Easton	3	8,203 35	1,500	.....	.....	.....	.....	.....	1,500 00	2,703 35	47
Easton	3	8,231 72	1,500	.....	.....	.....	.....	.....	1,500 00	2,040 72	45
Easton	3	2,187 50	1,625	.....	.....	.....	.....	.....	1,625 00	1,662 50	48
Easton	3	7,067 55	1,775	100 00	.....	.....	.....	.....	1,775 00	5,192 55	27
Easton	2	28,578 41	2,750	5,000 00	1,977 85	22 40	.....	.....	2,750 00	10,838 16	36

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## CONNECTICUT—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Westport.....	3	\$2,171 15	\$1,100					\$1,100 00	\$1,071 15	51
Westville.....	3	1,997 78	1,100					1,100 00	897 78	55
West Winsted.....	3	4,906 02	1,700					1,700 00	3,206 02	35
Williamantic.....	2	8,888 50	2,300	\$1,732 61	\$164 00			4,196 61	4,691 89	47
Windsor Locks.....	3	8,261 28	1,500					1,500 00	1,761 28	46
Winsted.....	3									
Total.....		684,892 34	94,575	77,299 86	13,571 75	\$1,074 31	\$44,431 08	230,952 00	403,940 34	36

\* Returns for second quarter, 1884, are delinquent.

## DAKOTA.

Aberdeen.....	3	87,208 20	\$1,675	\$577 22				\$2,253 22	\$4,955 98	31
Bismarck.....	3	10,299 68	2,050	1,800 00	\$735 00			4,618 52	5,681 11	45
Canton.....	2	2,962 23	1,375	1,238 33				1,608 33	1,853 80	58
Cassellton.....	3	3,288 00	1,650					1,550 00	1,738 00	47
Central City.....	3	1,614 77	1,125					1,125 00	1,489 77	70
Chamberlain.....	3	2,957 90	1,075	375 00				1,450 00	1,507 90	49
Deadwood.....	2	6,189 96	2,100	2,000 00	355 00			4,455 00	1,734 96	71
Dell Rapids.....	3	1,731 48	1,000	100 00				1,100 00	631 48	64
Fargo.....	2	4,075 07	2,725	5,705 87	1,304 00	270 90		10,005 87	14,128 05	41
Grafton.....	3	10,414 03	2,225	1,095 00	330 40	100 00		3,750 40	6,653 63	36
Grand Forks.....	3	10,851 04	1,875	1,159 85	59 10	1 00		3,094 95	7,756 09	29
Huron.....	3	8,128 32	1,900	1,444 16				2,025 00	4,784 16	41
Jamestown.....	3	8,249 10	1,625	400 00				1,075 00	1,234 10	63
Lindore.....	3	2,381 83	1,300					1,300 00	1,081 83	55
Madison.....	3	4,068 21	1,075					1,075 00	2,963 21	26
Mayville.....	3	4,012 89	1,125					1,125 00	887 89	54
Millbank.....	3	3,570 22	1,425	200 00				1,945 22	1,845 22	45
Mitchell.....	3	6,580 54	1,625	277 32				1,902 82	4,678 22	20
Parker.....	3	2,683 43	1,075	212 48		75		1,298 24	1,895 19	48
Pemba.....	3	2,087 93	1,375	90 82				1,474 82	613 11	41
Rapid City.....	3	2,522 20	1,150	200 00				1,350 00	1,172 20	54
Sioux Falls.....	3	10,268 54	2,100	887 50	767 11	15 00		3,769 61	6,508 93	37
Valley City.....	3	2,864 39	1,450					1,450 00	1,444 39	50
Vermillion.....	3	2,128 84	1,200	270 00				1,470 00	1,063 84	69
Wahpeton.....	3	4,363 63	1,625	99 82				1,624 82	2,737 81	37

Watertown.....	3	4, 614 80	1, 600	275 00	.....	.....	1, 875 00	2, 739 80	41
Yankee.....	3	7, 599 84	1, 975	1, 778 00	.....	26 55	3, 887 97	3, 731 87	51
Total.....	.....	154, 834 83	43, 800	19, 840 48	3, 639 03	447 72	87, 227 23	87, 807 70	43

## DELAWARE.

Dover.....	3	\$5, 502 55	\$1, 775	\$150 00	.....	.....	\$1, 775 00	\$3, 727 55	32
Middletown.....	3	2, 725 21	1, 350	.....	.....	.....	1, 500 00	1, 225 21	55
Milford.....	3	3, 259 45	1, 475	.....	.....	.....	1, 475 00	1, 784 45	45
Newark.....	3	2, 363 51	1, 100	200 00	.....	.....	1, 300 00	1, 063 51	55
New Castle.....	3	2, 194 78	1, 200	50 00	.....	.....	1, 250 00	944 78	57
Smyma.....	3	3, 299 87	1, 525	.....	.....	.....	1, 525 00	1, 774 87	46
Wilmington*.....	2	46, 731 16	3, 000	7, 800 00	.....	\$59 50	\$9, 974 37	25, 897 29	45
Total.....	.....	66, 076 53	11, 425	8, 200 00	.....	59 50	9, 974 37	36, 417 66	45

\* In public building; no rent paid.

## DISTRICT OF COLUMBIA.

Washington.....	1	\$279, 927 26	\$5, 000	\$148, 574 63	\$10, 762 45	\$13, 382 12	\$64, 863 97	\$242, 583 17	*87
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\* Includes \$10,792.65 expenses of mail-bag repair depot.

## FLORIDA.

Cedar Keys.....	3	\$2, 594 97	\$1, 325	\$180 00	.....	.....	\$1, 505 00	\$1, 089 97	58
Fernandina.....	3	4, 183 80	1, 625	200 00	.....	.....	1, 825 00	2, 358 80	44
Gainesville.....	3	4, 431 86	1, 525	616 30	.....	.....	1, 842 60	2, 289 13	48
Jacksonville.....	2	23, 187 29	2, 825	5, 289 37	\$1, 450 00	154 85	13, 099 57	20, 067 72	39
Key West.....	3	4, 414 15	1, 850	500 00	.....	131 74	2, 161 74	2, 232 42	49
Ocala.....	3	4, 038 24	1, 350	175 00	.....	.....	1, 525 00	2, 553 24	38
Orlando.....	3	4, 047 75	1, 375	300 00	.....	.....	1, 675 00	2, 372 75	41
Palatka.....	3	8, 940 15	1, 775	330 50	.....	.....	2, 105 50	4, 634 65	30
Pensacola.....	2	10, 104 69	2, 250	1, 184 21	900 00	57 28	4, 370 49	5, 734 20	43
Saint Augustine.....	3	3, 272 52	1, 600	342 79	.....	.....	1, 842 79	3, 333 63	37
Saintford.....	3	4, 699 76	1, 450	400 00	.....	29 83	1, 879 83	2, 689 83	41
Tallahassee.....	3	4, 710 59	1, 675	540 00	.....	75	2, 215 75	2, 434 84	47
Tampa.....	3	3, 486 54	1, 100	519 77	.....	.....	1, 619 77	1, 816 77	47
Total.....	.....	91, 937 24	21, 425	10, 576 94	2, 350 00	356 85	3 830 35	53, 898 34	41



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.  
GEORGIA.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Albany.....	3	\$4,544 70	\$1,725	\$500 00				\$2,225 00	\$3,419 70	48
Americus.....	3	4,479 96	1,650	900 00				2,550 00	1,929 96	57
Athens.....	2	7,011 51	2,000	650 00	\$132 86	\$68 75		2,651 61	4,759 90	37
Atlanta*.....	1	100,064 39	3,225	14,171 47		373 03	\$12,362 55	30,152 05	69,912 34	30
Augusta.....	2	33,594 32	2,925	4,963 79	1,677 43	157 39	6,615 58	16,339 19	17,255 13	71
Bainbridge.....	3	1,980 89	1,800	397 41				1,697 41	283 48	85
Brunswick.....	3	5,207 26	1,700	400 00		20		2,100 20	3,107 06	40
Cartersville.....	3	2,805 07	1,425	200 00				1,625 00	1,280 07	56
Columbus.....	2	17,060 35	2,550	2,165 79	1,137 25	20 05		5,873 00	11,187 36	34
Cuthbert.....	2	3,843 25	1,500	90 00				2,353 25	3,533 25	41
Dalton.....	3	3,237 53	1,525	199 94				1,724 94	1,512 61	53
Darien.....	3	1,936 44	1,150	100 00				1,250 00	686 44	65
Forsyth.....	3	1,484 89	1,050	150 00				1,200 00	284 89	81
Gainesville.....	3	3,622 72	1,525	860 00				2,385 00	1,237 72	66
Griffin.....	3	4,011 84	1,650	270 00				1,920 00	2,091 84	48
Hawkinsville.....	3	2,260 86	1,200					1,000 00	1,000 86	53
Macon.....	3	2,745 65	1,400	100 00	1,265 85	47 95	4,800 70	1,500 00	1,245 65	55
La Grange.....	2	29,351 09	2,775	4,691 00				13,580 50	16,270 59	46
Madison.....	3	3,448 13	1,425	500 00				1,425 00	2,023 13	41
Marietta.....	3	3,621 99	1,625					2,125 00	1,496 99	56
Milledgeville.....	3	2,800 41	1,450					1,450 00	1,440 41	50
Newman.....	3	2,863 31	1,425					1,425 00	1,438 31	49
Rome.....	2	10,882 80	2,275	1,321 00	789 40	31 27		4,416 67	6,466 13	41
Sandersville.....	3	1,163 17	1,025					1,025 00	168 17	86
Savannah.....	1	62,852 70	3,150	9,173 15	2,911 48	272 81	6,587 75	22,085 19	40,767 51	35
Thomasville.....	3	4,658 17	1,700	75 00				1,775 00	2,883 17	38
Washington.....	3	2,629 97	1,350	125 00				1,475 00	1,354 97	52
West Point.....	3	2,151 51	1,100	243 00				1,343 00	1,808 51	62
Total.....		328,174 89	48,800	42,246 55	7,914 27	971 45	30,380 58	130,318 85	197,856 04	39

\* In public building; no rent paid.

## IDAHO.

Bellevue.....	3	\$2,864 89	\$1,325	\$900 00				\$1,925 00	\$459 89	81
Boise City.....	3	6,170 16	2,000	1,375 00	\$67 00			3,442 00	2,727 16	56
Lewiston.....	3	2,443 59	1,125	850 00				1,475 00	968 59	60
Total.....		11,007 64	4,450	2,325 00	67 00			6,842 00	4,165 64	62



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Elmhurst.....	3	\$2,323 11	\$1,125	.....	.....	.....	.....	\$1,125 00	\$1,208 11	48
Elwood.....	3	2,020 83	1,200	.....	.....	.....	.....	1,200 00	820 83	59
El Paso.....	3	2,840 83	1,425	995 66	.....	.....	.....	1,425 66	1,415 24	50
Englewood.....	3	10,043 58	2,175	947 00	\$136 66	\$11 72	.....	2,273 38	7,770 20	53
Eureka.....	2	2,163 80	1,100	.....	.....	.....	.....	1,100 00	1,063 80	51
Evanston.....	2	12,147 70	2,150	1,000 00	660 00	.....	.....	2,810 00	9,337 70	51
Exton.....	2	8,520 62	1,850	.....	1 30	.....	.....	1,851 30	6,669 32	44
Fairbury.....	3	2,924 01	1,350	.....	.....	.....	.....	1,350 00	1,574 01	46
Farmers City.....	3	2,408 20	1,225	.....	.....	.....	.....	1,225 00	1,183 20	51
Farmington.....	3	1,765 58	1,125	.....	.....	.....	.....	1,125 00	1,640 58	64
Flora.....	3	2,360 38	1,225	100 00	.....	.....	.....	1,225 00	1,095 38	56
Forreston.....	3	1,774 96	1,025	225 00	.....	.....	.....	1,250 00	1,524 96	70
Fortport.....	2	10,791 66	2,575	2,173 33	214 83	15 00	.....	4,977 66	14,814 00	57
Kulgon.....	2	2,380 08	1,200	162 00	.....	.....	.....	1,362 00	1,018 08	57
Galesburg.....	2	2,398 73	2,000	810 00	.....	64 60	.....	2,874 60	1,524 13	59
Galesburg.....	2	22,738 13	2,675	3,000 00	1,090 00	192 78	\$3,485 03	10,445 51	12,292 62	46
Galva.....	3	4,049 86	1,650	1,175 00	.....	.....	.....	2,825 00	2,224 86	45
Galva.....	3	6,071 32	1,975	475 00	.....	.....	.....	2,450 00	3,621 32	40
Geneseo.....	3	2,417 72	1,235	.....	.....	.....	.....	1,235 00	1,182 72	51
Gibson.....	3	2,624 66	1,300	75 00	.....	.....	.....	1,375 00	1,249 66	52
Gibson City.....	3	1,954 05	1,100	.....	.....	.....	.....	1,100 00	854 05	56
Gilman.....	3	1,980 04	1,100	25 00	.....	.....	.....	1,125 00	855 04	57
Greenville.....	3	5,581 83	1,525	276 00	.....	.....	.....	1,800 00	1,781 83	50
Griggsville.....	3	2,068 50	1,200	.....	.....	.....	.....	1,200 00	1,868 50	58
Griggsville.....	3	2,897 58	1,400	90 00	.....	.....	.....	1,490 00	1,407 58	51
Harvard.....	3	2,102 71	1,450	150 00	.....	.....	.....	1,600 00	1,502 71	50
Havana.....	3	3,323 41	1,150	.....	.....	.....	.....	1,150 00	2,173 41	50
Havock.....	3	5,878 42	1,575	.....	.....	.....	.....	1,575 00	2,303 42	41
Henry.....	3	2,300 41	1,100	.....	.....	.....	.....	1,100 00	2,200 41	48
Hillbend.....	3	3,045 50	1,550	150 00	.....	.....	.....	1,700 00	1,345 50	56
Hopkinton.....	3	2,689 62	1,425	100 00	.....	.....	.....	1,525 00	1,164 62	57
Hoyt Park.....	3	5,797 35	1,550	.....	.....	.....	.....	1,550 00	2,147 35	49
Jacksboro.....	2	16,413 83	2,575	2,500 00	574 00	42 04	.....	5,601 04	10,812 79	36
Jacksboro.....	2	5,204 79	1,800	160 00	.....	.....	.....	2,060 00	3,144 79	43
Jollyville.....	2	19,168 28	2,575	2,998 98	767 00	141 80	.....	6,486 79	12,681 49	34
Jollyville.....	2	7,701 82	2,050	831 25	210 00	.....	.....	3,111 25	4,590 57	40
Kankakee.....	2	7,653 82	1,800	200 00	.....	.....	.....	2,000 00	5,653 82	26
Knoxville.....	3	2,500 80	1,350	.....	.....	.....	.....	1,350 00	1,150 80	54
Lacon.....	3	2,652 86	1,325	.....	.....	.....	.....	1,325 00	1,327 86	46
Lake Forest.....	3	2,412 81	1,200	.....	.....	.....	.....	1,200 00	1,212 81	50
Lamar.....	3	5,424 00	1,550	.....	.....	.....	.....	1,550 00	1,874 00	40

\* In public building; no rent paid.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.  
ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Pontiac	3	\$4,761 95	\$1,725					\$1,725 00	\$3,036 95	36
Princeton	2	7,579 71	2,000	\$625 00	\$238 69			2,863 69	4,716 22	68
Princeville	2	968 55	1,150					1,150 00		118
Pullman	3	5,883 88	1,500	250 00				1,750 00	4,133 88	30
Quincy	1	39,688 79	3,000	6,500 00	2,174 18	\$124 18	\$7,349 17	19,147 53	20,541 26	48
Rochelle*	3									
Rock Falls	3	3,737 40	1,475	76 00				1,551 00	2,186 40	42
Rockford	3	42,234 28	2,925	3,125 00	1,370 47			12,755 73	29,478 55	30
Rock Island	3	16,096 42	2,500	4,200 00	1,742 05	59 90	6,336 28	8,501 95	7,594 47	53
Rockhouse	3	2,093 48	1,125	100 30				1,225 00	863 48	59
Rushville	3	3,135 17	1,400	400 00				1,800 00	1,335 17	33
Saint Charles	3	1,793 71	1,000	190 50				1,190 50	603 21	66
Salem	3	2,355 19	1,225	187 50				1,412 50	942 69	60
Sandwich	3	4,840 21	1,775					1,775 00	3,065 21	36
Savanna	3	2,264 55	1,125	250 00				1,375 00	889 55	60
Shawneetown	3	2,289 69	1,200	517 50				1,717 50	572 19	75
Shelbyville	3	4,693 39	1,775	43 70				1,818 70	2,874 69	39
Sheldon	3	1,587 16	1,100					1,100 00	787 16	58
South Chicago	3	5,026 25	1,750	150 00				1,900 00	3,126 25	38
Sperts	3	2,687 22	1,400					1,400 00	1,287 22	52
Springfield*	2	32,983 04	2,925	6,084 00	813 42	129 20	7,153 15	16,291 35	16,691 69	49
Sterling	2	10,631 64	2,275	1,052 00				3,327 00	7,304 64	39
Streator	2	8,939 60	2,150	1,125 00	536 50	65 00		3,876 50	5,063 10	43
Sullivan	2	2,112 57	1,100	200 00				1,300 00	812 57	63
Sycamore	3	5,871 78	1,950	180 00				2,130 00	3,741 78	36
Taylorville	3	3,858 07	1,625	150 00				1,775 00	2,083 07	46
Tonion	3	1,915 37	1,100					1,100 00	815 37	57
Tuscola	3	3,477 84	1,525	187 50				1,712 50	1,765 34	49
Urbana	3	3,575 00	1,575	716 84				2,291 84	1,283 16	61
Vandalia	3	3,569 55	1,525					1,525 00	2,044 55	43
Virden	3	2,662 35	1,325					1,325 00	1,337 35	55
Virginia	3	2,543 58	1,350	122 00				1,472 00	1,071 58	52
Warren	3	2,479 02	1,400	150 00				1,550 00	710 44	72
Warsaw	3	2,585 44	1,475	400 00				1,875 00	710 44	72
Washington	3	2,609 33	1,800					1,800 00	1,309 33	50
Waukegan	3	3,015 90	1,450					1,450 00	1,565 90	48
Waukegan	3	6,083 72	1,875	350 00	75 00			2,300 00	3,783 72	38
Waverly	3	2,069 04	1,125					1,125 00	944 04	54
Wenona	3	2,275 19	1,200	300 00				1,500 00	775 19	66
Wheaton	3	2,045 63	1,250					1,250 00	895 63	68
White Hall	3	2,995 16	1,425					1,425 00	1,570 16	48

\* In public building; no rent paid.

Wilmington	3	2,475 61	1,450	.....	.....	.....	.....	1,450 00	1,025 61	59
Winchester	3	2,136 96	1,200	.....	.....	.....	.....	1,200 00	939 96	56
Woodsstock	3	3,347 25	1,550	.....	.....	.....	.....	1,550 00	1,797 25	46
<b>Total</b>		<b>3,004,813 67</b>	<b>301,150</b>	<b>435,867 93</b>	<b>29,929 55</b>	<b>18,229 86</b>	<b>288,106 65</b>	<b>1,122,343 99</b>	<b>1,881,449 63</b>	<b>87</b>

\* Returns from April 1 to May 21 are delinquent.

## INDIANA.

Anderson	3	\$5,704 21	\$1,850	\$720 00	\$53 75	.....	.....	.....	.....	\$2,623 75	\$3,080 46	46
Angola	3	2,604 59	1,325	.....	.....	.....	.....	.....	.....	1,325 00	1,279 59	51
Attica	3	3,030 55	1,425	175 00	.....	.....	.....	.....	.....	1,600 00	1,430 55	53
Auburn	3	2,985 29	1,400	100 00	.....	.....	.....	.....	.....	1,500 00	1,485 29	51
Aurora	3	4,344 75	1,750	800 00	.....	.....	.....	.....	.....	2,050 00	2,294 75	47
Bedford	3	3,105 07	1,450	150 50	.....	.....	.....	.....	.....	1,600 50	1,504 57	52
Bloomington	3	4,751 12	1,725	400 00	.....	.....	.....	.....	.....	2,125 00	2,623 12	45
Bluffton	3	3,598 10	1,625	200 00	.....	.....	.....	.....	.....	1,775 10	1,773 10	51
Brasil	3	3,885 84	1,600	.....	.....	.....	.....	.....	.....	1,825 00	2,068 84	41
Butler	3	2,169 54	1,175	90 00	.....	.....	.....	.....	.....	1,265 00	904 54	58
Cambridge City	3	2,176 25	1,250	243 00	.....	.....	.....	.....	.....	1,493 00	683 25	69
Columbia City	3	3,806 28	1,525	.....	.....	.....	.....	.....	.....	1,525 00	2,281 28	40
Columbus	3	7,862 14	1,925	338 25	.....	.....	.....	.....	.....	2,323 25	5,538 89	30
Connersville	3	6,629 94	1,825	324 00	.....	.....	.....	.....	.....	2,149 00	4,480 94	32
Covington	3	1,960 74	1,225	216 66	.....	.....	.....	.....	.....	1,441 66	519 08	74
Crawfordsville	2	9,027 34	2,125	1,200 00	354 20	.....	.....	.....	.....	3,679 20	5,348 14	41
Crown Point	2	2,228 50	1,300	25 00	.....	.....	.....	.....	.....	1,325 00	903 50	59
Deanville	3	3,921 89	1,550	150 00	.....	.....	.....	.....	.....	1,700 00	2,221 89	48
Decatur	3	2,579 33	1,425	250 00	.....	.....	.....	.....	.....	1,675 00	904 33	65
Delphi	3	3,539 38	1,525	200 00	.....	.....	.....	.....	.....	1,725 00	1,814 38	49
Edinburgh	3	2,215 83	1,225	.....	.....	.....	.....	.....	.....	1,225 00	990 83	55
Elkhart	2	12,762 92	2,450	2,091 61	526 00	.....	.....	.....	.....	5,067 61	7,695 81	32
Evansville*	1	37,507 05	8,000	7,180 40	.....	.....	.....	.....	.....	18,487 32	19,019 73	49
Fort Wayne	2	34,915 80	2,925	5,239 83	1,481 57	.....	.....	.....	.....	17,312 50	17,603 80	50
Fowler	2	1,981 45	1,125	.....	.....	.....	.....	.....	.....	1,125 00	836 45	57
Frankfort	3	5,401 10	1,675	400 00	.....	.....	.....	.....	.....	2,075 00	3,326 10	38
Franklin	3	3,860 04	1,525	.....	.....	.....	.....	.....	.....	1,525 00	2,335 04	40
Goeben	2	9,628 93	2,200	750 00	145 00	.....	.....	.....	.....	3,085 00	6,533 93	32
Green Castle	3	6,875 95	1,950	686 50	22 50	.....	.....	.....	.....	2,659 00	4,216 95	38
Greensfield	3	2,383 80	1,200	.....	.....	.....	.....	.....	.....	1,200 00	1,183 80	50
Greensburgh	3	4,866 19	1,725	243 00	.....	.....	.....	.....	.....	1,968 00	2,908 19	40
Hartford City	3	2,046 33	1,100	.....	.....	.....	.....	.....	.....	1,250 00	4,173 68	61
Huntington	3	6,623 68	1,850	500 00	.....	.....	.....	.....	.....	2,450 00	4,173 68	37
Indianapolis*	1	183,097 54	8,450	30,832 85	248 79	.....	.....	.....	.....	74,026 13	109,071 69	140
Jacksonville	2	6,571 82	2,025	.....	.....	.....	.....	.....	.....	3,295 00	3,276 54	50
Kendallville	1	3,896 44	1,600	243 00	.....	.....	.....	.....	.....	1,843 00	2,053 44	47
Knights town	3	2,627 03	1,300	.....	.....	.....	.....	.....	.....	1,300 00	1,327 03	49
Kokomo	2	6,987 67	1,875	800 00	.....	.....	.....	.....	.....	2,675 00	4,312 67	38
La Fayette	2	24,798 59	3,775	4,200 00	1,733 04	.....	.....	.....	.....	13,569 24	11,199 35	25

Includes \$6,693.83 expenses of mail-bag repair depot.

\* In public building; no rent paid.

## REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## INDIANA—Continued.

Office.	Class.	Receipts.	Salary.	Client hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Per cent. expense to gross receipts.
Leavenworth	3	\$2,838 57	\$1,400	\$1,000 00	\$938 00	.....	.....	\$1,438 57	49
La Porte	2	10,375 34	2,225	324 00	.....	.....	.....	2,251 34	40
Lawrenceburg	3	3,547 70	1,400	1,000 00	.....	.....	.....	1,400 00	54
Libson	3	3,148 70	1,300	100 00	.....	.....	.....	1,500 00	48
Liberty	3	2,232 48	1,595	78 00	.....	.....	.....	1,367 48	47
Ligonier	2	2,232 28	2,500	.....	.....	.....	.....	1,768 28	47
Ligonier	2	13,842 06	2,500	2,359 73	848 00	.....	.....	1,315 95	5
Madison	3	6,730 76	2,175	1,172 50	285 00	.....	.....	2,018 25	41
Madison	3	6,027 82	1,745	1,172 50	285 00	10 15	.....	2,012 00	43
Marion	3	2,312 10	1,300	200 00	.....	.....	.....	1,500 00	65
Marionville	3	7,394 50	2,100	765 94	481 64	.....	.....	2,347 58	45
Michigan City	3	3,243 17	1,600	.....	.....	.....	.....	1,000 00	47
Milwaukee	3	2,158 56	1,100	150 00	.....	.....	.....	1,250 00	58
Monkello	3	2,531 81	1,325	100 00	.....	.....	.....	1,156 81	55
Mount Vernon	3	2,472 32	1,525	100 00	.....	.....	.....	1,247 32	47
Muncie	3	6,769 40	1,950	637 50	63 96	.....	.....	1,635 46	39
New Albany	2	12,301 55	2,325	2,270 00	618 00	81 25	.....	2,651 46	43
New Castle	3	4,279 37	1,625	284 38	.....	.....	.....	1,889 38	44
Nobleville	3	3,330 99	1,400	.....	.....	.....	.....	1,400 00	42
North Manchester	3	2,542 65	1,300	99 80	.....	.....	.....	1,399 80	55
North Vernon	3	2,359 45	1,125	243 00	.....	.....	.....	1,368 00	59
North Vernon	3	3,983 03	1,550	796 73	598 87	.....	.....	1,550 00	39
Notre Dame	3	8,009 79	2,050	.....	.....	.....	.....	2,433 03	43
Penn.	2	4,294 78	1,625	325 00	.....	.....	.....	3,442 60	36
Plymouth	3	3,973 56	1,500	145 00	.....	.....	.....	1,825 00	46
Portland	3	3,271 25	1,575	.....	.....	.....	.....	1,790 00	53
Princeton	3	2,095 31	1,200	.....	.....	.....	.....	1,895 31	57
Rensselaer	3	26,034 06	2,660	3,403 22	970 00	121 65	\$5,277 81	12,432 18	48
Richmond	3	3,515 98	1,300	190 50	.....	.....	.....	1,200 00	49
Rochester	3	2,379 50	1,300	90 00	.....	.....	.....	1,715 50	54
Rochester	3	2,668 39	1,350	162 00	.....	.....	.....	1,390 00	57
Rockville	3	5,680 91	1,725	200 00	.....	.....	.....	1,512 00	34
Seymour	3	4,992 55	1,775	190 50	.....	.....	.....	1,925 00	39
Shelbyville	3	5,424 10	1,725	243 00	.....	.....	.....	1,905 50	36
South Bend	2	22,480 38	2,600	2,750 00	1,049 00	68 66	4,580 30	11,043 96	49
Spencer	3	1,988 77	1,100	38 00	.....	.....	.....	1,138 00	57
Sullivan	3	2,695 22	1,425	117 50	.....	.....	.....	1,425 00	57
Terre Haute	2	38,679 91	2,925	6,300 00	1,479 70	201 64	8,884 31	17,778 50	53
Union City	3	4,763 00	1,875	243 00	265 00	.....	.....	1,716 00	37
Waynesboro	2	9,794 82	2,850	1,057 50	.....	.....	.....	1,917 50	34
Waynesboro	3	2,444 24	1,300	1,982 50	265 00	55 00	.....	1,652 50	64

Vincennes.....	3	10,700 41	2,875	1,699 92	78 52	.....	4,153 74	6,546 87	39
Wabash.....	1	6,444 78	1,850	720 00	.....	.....	2,570 00	3,874 78	40
Wassaw.....	3	5,268 72	1,800	235 00	.....	.....	2,028 00	3,243 72	38
Washington.....	3	4,246 37	1,625	33 00	.....	40	1,663 40	2,652 97	38
Watloo.....	3	1,019 39	1,125	.....	.....	.....	1,135 00	1,794 39	59
Winchester.....	3	3,552 03	1,575	240 00	.....	.....	1,812 00	1,757 03	51
Winamac.....	3	1,473 49	1,100	.....	.....	.....	1,100 00	1,873 49	56
Total.....	.....	734,477 58	148,950	59,730 28	13,170 84	7,987 91	323,668 54	405,899 04	45

## IOWA.

Aakley.....	3	\$2,747 47	\$1,450	\$187 50	.....	.....	\$1,637 50	\$1,129 97	59
Afton.....	3	2,442 85	1,325	100 00	.....	.....	1,435 00	917 85	61
Albia.....	3	3,920 30	1,650	350 00	.....	.....	2,000 00	1,920 30	51
Algona.....	3	3,781 34	1,575	243 00	.....	.....	1,818 00	1,963 34	48
Ames.....	3	3,623 52	1,500	58 33	.....	.....	1,568 33	1,965 19	44
Anamosa.....	3	4,077 37	1,725	.....	.....	.....	2,025 00	2,652 37	43
Atlantic.....	2	8,142 77	2,125	1,050 00	\$600 00	.....	3,775 00	4,367 77	46
Audubon.....	3	3,564 83	1,500	100 00	.....	.....	1,600 00	1,964 83	44
Avoca.....	3	3,656 42	1,575	300 00	.....	.....	1,875 00	1,781 42	51
Bedford.....	3	3,973 32	1,650	800 00	.....	.....	1,950 00	2,028 32	50
Belle Plaine.....	3	2,827 80	1,325	.....	.....	.....	1,300 00	1,502 80	47
Bloomfield.....	3	3,100 09	1,550	250 00	.....	.....	1,600 00	1,300 09	58
Boone.....	3	6,735 86	1,950	600 00	52 40	.....	2,602 40	4,133 26	39
Brooklyn.....	3	2,384 42	1,300	.....	.....	.....	1,300 00	1,084 42	54
Burlington.....	3	4,508 79	1,700	6,000 00	2,267 52	\$1,299 61	18,173 97	25,078 07	70
Carroll.....	3	3,965 84	1,975	150 00	.....	.....	1,850 00	2,668 79	41
Cedar Falls.....	3	6,565 81	2,000	400 00	54 75	.....	2,429 75	4,426 09	35
Cedar Rapids.....	1	84,295 61	3,000	3,500 00	1,105 00	5 75	10,707 18	25,598 43	30
Centerville.....	3	4,409 56	1,625	500 00	.....	.....	2,135 00	2,254 56	47
Chariton.....	3	5,890 96	1,850	466 30	63 01	.....	2,379 31	3,011 95	44
Charles City.....	3	5,211 96	1,725	720 00	.....	.....	2,445 00	2,768 96	47
Charokoe.....	3	4,991 11	1,675	100 00	.....	.....	1,775 00	2,916 11	23
Clarinda.....	3	1,768 21	1,000	.....	.....	.....	1,000 00	766 21	55
Clarinda.....	3	5,860 10	1,825	920 00	.....	.....	2,745 00	3,115 10	46
Clear Lake.....	3	2,965 73	1,125	.....	.....	.....	1,125 00	940 73	53
Clinton.....	2	15,324 50	2,525	1,500 00	1,013 00	80	5,098 80	10,295 70	33
Columbus Junction.....	3	1,840 98	1,025	.....	.....	.....	1,025 00	815 98	57
Corning.....	3	4,595 77	1,700	350 00	.....	.....	2,050 00	2,535 77	44
Council Bluffs.....	3	84,745 99	2,825	3,652 75	1,204 50	65 05	12,657 04	22,688 55	34
Cresco.....	3	3,672 11	1,550	242 63	.....	.....	1,792 63	1,879 49	48
Creston.....	2	11,760 18	2,275	1,400 00	143 00	28 00	3,846 00	7,904 18	32
Davenport.....	1	37,786 65	3,000	5,085 00	1,400 00	115 48	17,267 13	20,519 62	45
Decorah.....	3	6,684 06	1,875	1,000 00	.....	.....	2,897 00	3,809 06	43
Demarest.....	3	4,268 57	1,650	237 50	.....	.....	1,875 50	1,597 50	43
Des Moines*.....	1	89,711 16	3,225	9,250 99	167 97	71 91	23,785 80	66,925 36	25
De Witt.....	3	2,756 00	1,450	.....	.....	.....	1,450 00	1,806 00	52
Dubuque.....	1	41,771 76	3,075	5,650 00	.....	226 13	18,321 88	26,449 88	36

\* In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

IOWA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Dunlap.....	3	\$3,068 73	\$1,450					\$1,450 00	\$1,648 73	47
Edmore.....	3	3,642 90	1,525	\$125 00				1,650 00	1,902 90	44
Emmelsburgh.....	3	3,436 56	1,500	100 00	\$300 00			1,600 00	1,836 56	44
Fairfield.....	3	8,740 21	1,900	700 00				2,600 00	3,840 21	43
Fort Dodge.....	2	8,589 98	2,075	1,000 00	314 82			3,389 92	5,200 06	39
Fort Madison.....	3	5,632 31	1,800	1,366 30				2,666 30	3,466 01	38
Glenwood.....	3	3,390 14	1,550	76 00				1,626 00	1,764 14	48
Greene.....	3	1,754 76	1,025					1,025 00	1,729 76	57
Greenfield.....	3	2,472 47	1,200	100 00				1,300 00	1,172 47	52
Grinnell.....	2	7,257 39	2,000	442 35	158 02			2,600 37	4,657 02	35
Grundy Centre.....	3	2,757 68	1,400	180 00				1,580 00	1,177 68	56
Guthrie Centre.....	3	2,233 35	1,200	300 00				1,500 00	733 35	68
Hamburg.....	3	2,922 27	1,475	250 00				1,725 00	1,197 27	62
Hampton.....	3	3,549 29	1,500					1,500 00	2,049 29	42
Harlan.....	3	4,677 04	1,725	270 00				1,995 00	2,682 04	42
Humboldt.....	3	2,396 66	1,200					1,200 00	1,196 66	50
Ida Grove.....	3	4,294 74	1,675	100 00				1,775 00	2,519 74	41
Independence.....	3	7,036 75	1,975	500 00				2,475 00	4,561 75	35
Indianola.....	3	4,383 96	1,625	180 00				1,805 00	2,578 96	41
Iowa City.....	3	14,351 63	2,500	50 00	188 00	\$247 95		5,210 95	9,140 68	37
Iowa Falls.....	2	3,656 63	1,525	150 00				1,675 00	2,081 63	42
Jefferson.....	3	3,559 50	1,575					1,575 00	2,084 50	47
Keokuk.....	2	22,958 57	2,775	8,562 50	1,267 24		\$4,156 87	11,818 36	11,140 21	51
Knoxville.....	3	3,776 14	1,625	1,000 00				2,625 00	1,151 14	68
Laurens.....	3	2,441 25	1,325	180 00				1,505 00	936 25	62
Le Mars.....	2	9,623 11	2,075	1,212 38	81 00			3,368 38	6,254 75	35
Leon.....	3	2,537 72	1,435	190 00				1,615 00	922 72	64
Logan.....	3	2,223 51	1,200	37 50				1,237 50	986 01	56
Lyons.....	3	5,019 33	1,725	200 00				2,094 33	3,094 33	38
McGregor.....	3	5,534 27	1,800	720 00				2,520 00	3,014 27	46
Maltren.....	3	2,107 90	1,200	800 00				1,500 00	3,607 90	71
Manchester.....	3	5,712 45	1,850	475 00	65 85			2,390 45	3,321 90	42
Maquoketa.....	3	4,731 87	1,700					1,700 00	3,031 87	36
Marengo.....	3	3,469 94	1,550	180 00				1,730 00	1,739 94	66
Marion.....	3	4,255 48	1,675	400 00				2,075 00	2,180 48	48
Marshalltown.....	3	17,935 26	2,575	2,650 00	754 00	3 30		5,932 30	11,983 36	34
Mason City.....	3	5,973 23	1,825	125 00				2,825 00	3,648 23	38
Missouri Valley.....	3	2,553 84	1,325	140 00				1,625 00	1,928 84	46
Montezuma.....	3	2,016 44	1,100	129 34				1,249 34	1,767 10	62
Monticello.....	3	5,220 13	1,650	241 22				1,791 22	1,428 91	66
Mount Airy.....	3	2,777 43	1,425	162 00				1,587 00	1,190 43	56

Mount Pleasant.	2	7,532 13	2,000	1,450 00	618 15		4,068 15	3,463 98	54
Mount Vernon.	3	2,592 84	1,400				1,400 00	1,192 84	53
Muscatine.	2	14,372 51	2,475	1,500 00	1,153 00		5,128 51	9,244 51	26
Nacahs.	3	2,459 36	1,275	76 00			1,381 00	1,108 36	54
Nevada.	3	3,165 79	1,525	100 00			1,625 00	1,540 79	51
New Hampton.	3	2,366 87	1,225	150 00			1,375 00	1,991 87	57
Newton.	3	5,921 77	1,875	375 00			2,250 00	3,671 77	38
Odebolt*.	3								
Ordin.	3	2,004 00	1,100	100 00			1,200 00	804 00	60
Osage.	3	4,186 12	1,675	860 00			2,535 00	1,651 12	59
Oscola.	3	4,013 20	1,600	162 00			1,762 00	2,251 20	44
Oskaloosa.	3	13,055 11	2,350	1,700 00	288 00		4,338 00	8,718 11	33
Ottumwa.	2	19,656 52	2,550	2,471 81	1,233 65	2 08	9,027 91	10,638 61	44
Parkersburg.	3	1,755 97	1,025				1,025 00	730 97	51
Pella.	3	3,015 52	1,425				1,425 00	1,590 52	47
Perry.	3	4,595 65	1,575				1,575 00	3,020 65	37
Red Oak.	2	8,543 14	2,075	1,200 00	766 00		4,041 00	4,502 14	43
Reo City.	3	2,469 86	1,200	135 00			1,335 00	1,134 86	53
Sheldon.	3	3,437 69	1,500				1,500 00	1,937 69	44
Shenandoah.	3	5,279 35	1,675				1,675 00	3,604 35	31
Sibley.	3	3,141 64	1,275	76 00			1,351 00	1,896 07	48
Sigourney.	3	2,809 03	1,275	205 57			1,755 57	1,458 03	56
Sion City.	2	27,708 67	2,750	3,385 00	257 80	24 77	6,417 57	21,291 10	26
Spencer.	3	3,535 27	1,500	200 00			1,700 00	1,835 27	48
Spirit Lake.	3	1,861 03	1,075				1,075 00	1,776 03	56
State Centre.	3	1,897 10	1,175	112 50			1,287 50	609 60	67
Storm Lake.	3	4,069 16	1,775	387 50			2,162 50	1,936 66	54
Stuart.	3	3,352 38	1,550	225 00			1,775 00	1,577 38	52
Tama City.	3	2,832 14	1,475	100 00			1,575 00	1,257 14	56
Tipton.	3	3,035 13	1,550	216 66			1,766 66	1,268 47	58
Toledo.	3	3,666 10	1,625				1,625 00	2,141 10	41
Trager.	3	2,612 23	1,450	49 83			1,499 83	1,112 30	57
Villisca.	3	3,283 55	1,625	200 00			1,725 00	1,568 55	52
Vinton.	3	5,163 74	1,775	100 00			1,775 00	3,388 74	36
Washington.	3	5,628 89	1,850	582 75	82 20		2,514 95	3,013 94	45
Waterloo.	2	12,951 98	2,350	2,000 00	452 50		4,802 50	8,149 48	37
Waukon.	3	2,206 03	1,200	200 00			1,400 00	806 03	64
Waverly.	3	5,006 80	1,750	600 00			2,350 00	2,656 80	47
Webster City.	3	4,892 42	1,725	243 00			1,968 00	2,924 42	42
West Liberty.	3	2,967 15	1,450	174 84			1,624 84	1,342 21	54
West Union.	3	3,412 50	1,625	900 00			1,525 00	1,887 50	53
What Cheer.	3	3,184 14	1,625	150 00			1,675 00	1,509 14	52
Wilcox Junction.	3	2,827 68	1,375	181 00			1,556 00	1,271 68	55
Winterset.	3	4,650 77	1,750	400 00			2,150 00	2,500 77	46
Total.		869,140 68	206,175	84,783 23	16,012 08	2,108 18	363,099 86	516,040 82	41

\* Returns from October 1 to October 15, 1883, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## KANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Abilene.....	3	\$7,932 54	\$1,900	\$400 00	.....	.....	.....	\$2,300 00	\$5,632 54	20
Arkansas City.....	3	5,071 87	1,525	200 00	.....	.....	.....	1,725 00	3,346 87	34
Atchison.....	2	25,408 08	2,750	4,000 00	.....	.....	.....	13,616 94	11,791 14	54
Augusta.....	3	2,433 10	1,200	187 49	\$1,259 80	\$113 08	\$4,994 26	1,387 49	1,045 61	57
Baxter Springs.....	3	2,068 24	1,125	150 00	.....	.....	.....	1,275 00	1,793 24	61
Beloit.....	3	4,668 77	1,775	450 00	.....	.....	.....	2,225 00	2,443 77	47
Burlingame.....	3	2,843 43	1,325	500 00	.....	.....	.....	1,625 00	1,218 43	64
Burlington.....	3	4,974 30	1,735	400 00	.....	.....	.....	2,135 00	2,839 30	43
Caldwell.....	3	3,474 15	1,525	172 50	.....	.....	.....	1,697 50	1,776 65	49
Cawker City.....	3	2,903 94	1,325	200 00	.....	.....	.....	1,525 00	1,378 94	59
Chanute.....	3	3,778 46	1,400	180 00	.....	.....	.....	1,580 00	2,198 46	42
Cherokee.....	3	2,000 34	1,100	150 00	.....	.....	.....	1,250 00	750 34	63
Cherry Vale.....	3	3,606 20	1,350	175 00	.....	.....	.....	1,525 00	2,141 20	42
Chetopa.....	3	3,409 44	1,525	400 00	.....	.....	.....	1,925 00	1,484 44	56
Clay Centre.....	3	6,376 41	1,825	400 00	.....	.....	.....	2,225 00	4,151 41	35
Coffeyville.....	3	3,580 74	1,500	400 00	.....	.....	.....	1,900 00	1,680 74	53
Columbus.....	3	5,405 46	1,700	275 00	.....	.....	.....	1,975 00	3,430 46	36
Concordia.....	3	5,162 64	1,700	350 00	.....	.....	.....	2,050 00	3,112 64	39
Council Grove.....	3	3,269 33	1,475	350 00	.....	.....	.....	1,769 95	1,499 38	54
Dodge City.....	3	3,991 23	1,625	300 00	.....	.....	.....	1,825 00	2,166 23	46
El Dorado.....	3	4,929 99	1,625	400 00	.....	.....	.....	2,025 00	2,904 99	41
Ellsworth.....	3	3,276 98	1,500	112 50	615 14	88 00	.....	1,612 50	1,664 48	49
Emporia.....	2	16,489 68	2,500	1,590 00	.....	.....	.....	4,798 14	11,691 54	29
Eureka.....	3	3,731 82	1,525	360 00	.....	.....	.....	1,885 00	1,846 82	51
Florence.....	3	2,478 47	1,175	349 46	.....	.....	.....	1,594 01	964 46	62
Fort Leavenworth.....	3	2,055 47	1,175	300 00	.....	.....	.....	1,475 00	580 47	73
Fort Scott.....	2	15,904 60	2,425	3,000 00	697 89	.....	.....	6,092 69	9,811 91	38
Frederia.....	2	3,080 49	1,400	800 00	.....	.....	.....	1,700 00	1,380 49	55
Galena.....	3	1,951 83	1,150	.....	.....	.....	.....	1,150 00	801 83	59
Garnett.....	3	4,049 13	1,575	250 00	.....	.....	.....	1,825 00	2,224 13	45
Girard.....	3	4,521 31	1,625	281 00	.....	.....	.....	1,906 00	2,615 31	43
Great Bend.....	3	3,554 10	1,550	200 00	.....	.....	.....	1,750 00	1,804 10	49
Hays City.....	3	2,029 91	1,150	106 00	.....	.....	.....	1,258 00	771 91	62
Hawatha.....	3	6,653 98	1,950	800 00	.....	.....	.....	2,769 00	3,884 98	41
Holton.....	3	3,382 55	1,425	231 00	.....	.....	.....	1,654 40	1,728 15	49
Humboldt.....	3	3,391 94	1,550	200 00	.....	.....	.....	1,850 00	1,541 94	57
Hutchinson.....	3	6,410 68	1,700	350 00	.....	.....	.....	2,000 00	4,410 68	32
Independence.....	3	6,781 89	1,850	430 00	.....	.....	.....	2,380 00	4,401 89	34
Lola.....	3	3,223 44	1,450	137 50	.....	.....	.....	1,587 50	1,635 94	49
Junction City.....	3	7,118 44	1,925	671 50	30 00	.....	.....	2,616 50	4,501 94	36



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## KENTUCKY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.
Ashtand	3	\$3,811 01	\$1,550	\$225 00				\$1,775 00	\$2,036 01	47
Bardonia	3	2,067 86	1,150					1,150 00	917 86	56
Bowling Green	3	6,510 31	1,875	600 00				2,475 00	4,035 31	39
Caldwellburg	3	3,200 66	1,350	160 00				1,510 00	1,690 66	47
Covington	2	22,948 03	2,575	3,325 00		\$111 50	\$4,677 17	10,688 67	11,909 36	47
Cynthiana	3	3,472 88	1,525					1,547 88	1,925 00	44
Danville	3	6,071 66	1,650	540 00				2,390 00	3,681 66	39
Elizabethtown	3	2,231 59	1,450	300 00				1,750 00	1,081 59	62
Frankfort	2	12,048 75	2,275	1,650 00	\$506 55	7 65		4,439 20	7,609 55	37
Franklin	3	2,254 80	1,200	158 00				1,358 00	926 80	59
Georgetown	3	4,107 50	1,550	200 00				1,750 00	2,357 50	43
Glasgow	3	2,838 36	1,400	300 00				1,700 00	1,238 36	58
Harrodsburg	3	3,506 68	1,500	200 00				1,700 00	1,806 68	48
Henderson	3	6,409 14	1,800	555 00	37 50			2,392 50	3,916 64	38
Hickman	3	1,829 28	1,100	78 00				1,176 00	653 28	61
Hopkinsville	3	6,038 02	1,860	243 00				2,043 00	3,995 02	34
Lancaster	3	1,833 21	1,075	50 00				1,125 00	708 21	61
Lebanon	3	4,231 27	1,525	450 00				1,975 00	2,256 27	44
Lexington	2	26,339 47	2,775	3,700 00	1,155 03		3,978 99	11,607 02	14,732 45	45
Louisville	3	262,165 88	3,575	34,107 36		703 67	41,863 16	79,749 19	182,416 19	30
Madisonville	3	2,487 40	1,025					1,025 00	1,462 40	41
Mayfield	3	8,028 68	1,975	848 55				2,823 55	5,105 33	36
Mount Sterling	3	5,207 46	1,700	310 00				2,010 00	3,197 46	39
Newport	2	8,969 23	2,075	1,600 00	234 00	192 41		4,101 41	4,867 82	46
Nicholasville	3	2,329 01	1,200	250 00				1,450 00	5,070 01	62
Owensborough	2	8,716 74	2,100	900 00				3,250 00	5,466 74	37
Paducah	2	11,288 21	2,350	1,155 00	250 00			3,577 00	7,711 21	32
Paris	2	6,238 79	1,925	700 00	58 80			2,688 80	3,549 99	41
Richmond	3	4,250 67	1,575	700 00				2,275 00	1,975 67	51
Russellville	3	3,198 64	1,500	324 00				1,894 00	1,304 64	57
Shelbyville	3	4,143 86	1,625	300 00				1,925 00	2,218 86	46
Stanford	3	2,917 71	1,275					1,275 00	1,642 71	44
Versailles	3	2,971 62	1,450	100 00				1,550 00	1,421 62	52
Winchester	3	8,295 75	1,575					1,575 00	1,720 75	48
Total		458,905 40	58,260	54,126 91	2,313 88	1,015 23	50,017 82	165,723 84	292,682 06	36

\* In public building; no rent paid.

## LOUISIANA.

Alexandria.....	3	\$2,665 41	\$1,325	\$525 00	.....	\$1 00	.....	\$1,850 00	\$615 41	69
Baton Rouge.....	3	5,719 64	1,825	278 00	.....	.....	.....	2,104 00	3,609 64	37
Bayou Sara.....	3	1,854 66	1,000	100 00	.....	.....	.....	1,100 00	754 66	59
Donaldsonville.....	3	3,286 66	1,425	.....	.....	.....	.....	1,425 00	1,861 66	43
Franklin.....	3	2,246 54	1,100	.....	.....	.....	.....	1,100 00	1,146 54	49
Lake Charles.....	3	2,968 06	1,325	130 00	.....	.....	.....	1,455 00	1,543 06	49
Monroe.....	3	3,349 86	1,650	660 00	.....	.....	.....	2,150 00	1,199 86	64
Morgan City.....	3	1,690 83	1,060	.....	.....	.....	.....	1,050 00	640 83	66
New Iberia.....	3	3,574 89	1,550	321 50	.....	.....	.....	1,871 50	1,703 39	52
New Orleans*.....	1	264,072 33	4,700	53,764 70	.....	689 30	\$51,636 03	109,810 63	154,261 70	42
Opelousas.....	3	2,320 87	1,175	76 00	.....	.....	.....	1,251 00	1,069 87	54
Opelousine.....	3	2,325 75	1,125	76 00	.....	.....	.....	1,200 00	1,125 75	52
Shreveport.....	3	9,789 93	2,875	1,600 00	.....	3 10	.....	4,290 60	5,498 33	44
Thibodaux.....	3	2,687 53	1,300	162 00	.....	.....	.....	1,462 00	1,225 53	54
Total.....	.....	308,475 96	21,825	57,662 20	.....	693 40	51,636 03	132,119 73	176,356 23	42

\* In public building; no rent paid.

## MAINE.

Auburn.....	2	\$10,113 97	\$2,225	\$875 90	.....	\$10 00	.....	\$3,710 90	\$4,403 07	37
Augusta.....	1	48,961 58	3,160	13,158 18	.....	139 12	.....	22,971 75	25,989 53	47
Bangor*.....	2	37,949 27	2,860	5,400 00	.....	28 00	\$3,433 67	12,221 03	15,725 24	40
Bath.....	2	10,364 55	2,300	1,387 64	.....	.....	3,948 03	3,687 64	6,690 91	35
Belfast*.....	3	5,968 69	1,750	.....	.....	.....	.....	2,898 00	3,070 69	40
Biddeford.....	2	9,611 68	2,425	1,563 00	.....	.....	.....	4,832 50	4,779 18	50
Brunswick.....	3	5,069 44	1,825	630 00	.....	.....	.....	2,455 00	3,147 44	44
Bucksport.....	3	4,659 00	1,800	400 00	.....	.....	.....	1,700 00	637 00	73
Calais.....	3	2,385 98	1,325	150 00	.....	.....	.....	2,800 00	1,853 00	60
Camden.....	3	3,134 94	1,525	359 17	.....	.....	.....	1,475 00	910 98	62
Dexter.....	3	3,814 36	1,575	1,950 00	.....	36 09	.....	1,884 17	1,250 77	60
Eastport*.....	3	3,785 03	1,525	.....	.....	.....	.....	2,611 09	1,810 03	65
Ellsworth.....	3	2,999 49	1,225	500 00	.....	.....	.....	2,475 00	1,810 03	65
Fairfield.....	3	2,969 46	1,425	409 50	.....	.....	.....	1,225 00	1,074 46	53
Gardiner.....	3	6,621 66	1,950	.....	.....	.....	.....	1,925 00	1,064 46	64
Hallowell.....	3	4,016 51	1,700	.....	.....	.....	.....	2,472 00	4,149 66	37
Houlton.....	3	2,063 71	1,500	300 00	.....	.....	.....	1,737 50	2,279 01	43
Lewiston.....	2	18,306 41	2,675	2,256 46	.....	.....	3,907 95	10,800 00	8,967 00	53
Machias*.....	3	2,068 20	1,125	240 00	.....	1 75	.....	1,366 75	701 45	66
Mechanic's Falls.....	3	2,364 81	1,100	162 00	.....	.....	.....	1,282 00	1,082 81	54
Norway.....	3	2,697 30	1,275	150 00	.....	.....	.....	1,425 00	1,272 80	53
Portland*.....	1	9,711 73	2,225	18,415 49	.....	72 45	9,853 06	31,066 00	60,645 73	34
Richmond.....	3	3,024 10	1,525	.....	.....	.....	.....	1,525 00	1,498 10	81
Rockland*.....	2	9,090 59	2,100	1,050 00	.....	.....	.....	3,150 00	5,870 59	35
Saco.....	3	5,044 34	1,850	700 00	.....	.....	.....	2,550 00	2,494 34	51
Skowhegan.....	3	5,014 06	1,675	243 00	.....	.....	.....	1,918 00	3,096 06	38

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## MAINE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Thomaston .....	3	\$2,751 82	\$1,450	\$100 00	.....	.....	.....	\$1,550 00	\$1,201 82	56
Wadsworth .....	3	2,081 37	1,100	150 00	.....	.....	.....	1,250 00	831 37	40
Wadsworth .....	3	2,081 37	2,000	525 00	\$200 84	.....	.....	2,813 84	5,085 86	36
Whitcomb .....	3	2,081 37	1,100	.....	.....	.....	.....	1,100 00	981 37	57
Whitcomb .....	3	2,308 54	1,225	.....	.....	\$0 25	.....	1,225 25	1,084 29	53
Total .....	.....	316,050 45	56,800	52,623 34	6,576 12	282 66	\$20,642 71	136,924 88	179,125 62	43

\* In public building; no rent paid.

## MARYLAND.

Annapolis .....	2	\$14,385 79	\$2,000	\$2,000 00	.....	\$47 35	.....	\$4,047 35	\$10,318 44	28
Baltimore .....	2	507,134 03	4,750	97,603 79	\$3,500 00	2,192 06	\$105,671 46	213,807 31	284,326 72	42
Bel Air .....	3	2,544 16	1,175	100 00	.....	.....	.....	1,275 00	1,269 16	50
Cambridge .....	3	2,860 90	1,275	250 00	.....	.....	.....	1,525 00	1,335 90	52
Centerville .....	3	2,584 14	1,275	200 00	.....	.....	.....	1,475 00	1,109 14	57
Chestertown .....	3	2,771 80	1,350	100 00	.....	.....	.....	1,450 00	1,321 80	52
Cumberland .....	2	11,607 42	2,400	2,000 00	718 00	48 68	.....	3,168 68	6,440 74	45
Easton .....	3	4,977 11	1,675	400 00	.....	.....	.....	2,075 00	2,902 11	42
Elkton .....	3	3,615 08	1,500	800 00	.....	.....	.....	1,800 00	1,815 08	50
Emmitsburgh .....	3	2,692 90	1,400	.....	.....	.....	.....	1,400 00	1,292 90	52
Frederick .....	3	3,313 38	1,300	.....	.....	.....	.....	1,300 00	2,013 38	39
Frostburg .....	2	10,618 29	2,350	1,200 00	1,000 00	12 00	.....	4,562 00	6,056 29	43
Hagerstown .....	2	10,683 05	1,425	181 00	.....	.....	.....	1,606 00	904 74	63
Harrods Grace .....	2	2,806 57	2,200	1,243 25	479 42	.....	.....	3,922 67	6,011 28	36
Port Deposit .....	3	2,806 57	1,275	150 00	.....	.....	.....	1,425 00	1,381 27	51
Salisbury .....	3	2,851 51	1,200	.....	.....	.....	.....	1,200 00	1,651 51	51
Salisbury .....	3	2,851 53	1,500	90 00	.....	.....	.....	1,500 00	1,351 53	47
Towson .....	3	2,886 54	1,100	.....	.....	.....	.....	1,100 00	1,786 54	46
Westminster .....	3	2,887 21	1,560	650 00	.....	.....	.....	2,200 00	1,687 21	57
Total .....	.....	507,136 25	32,700	106,538 04	5,687 42	2,800 09	105,671 46	262,927 01	344,209 24	42

\* In public building; no rent paid.

MASSACHUSETTS.

Ablington .....	3	\$2,249 18	\$1,150	.....	.....	.....	.....	.....	\$1,150 00	\$1,089 18	51
Adams .....	3	3,154 02	2,000	.....	.....	.....	.....	.....	1,150 00	3,404 02	33
Amherst .....	3	7,719 20	2,035	8500 00	8245 00	.....	.....	.....	2,745 00	5,404 20	35
Amherst .....	3	6,163 87	2,035	888 25	843 58	.....	.....	.....	3,296 83	4,886 84	40
Andover .....	3	6,291 60	1,925	350 00	.....	.....	.....	.....	2,175 00	4,116 60	34
Arlington .....	3	8,447 16	1,925	.....	.....	.....	.....	.....	1,925 00	1,922 16	44
Ashland .....	3	2,234 31	1,200	.....	.....	.....	.....	.....	1,200 00	1,084 31	53
Ashol .....	3	5,108 17	1,700	.....	.....	.....	.....	.....	1,700 00	8,408 17	33
Attleborough .....	3	6,080 85	1,875	400 00	76 30	.....	.....	.....	2,351 30	8,739 05	38
Attleborough .....	3	3,137 99	1,925	.....	.....	.....	.....	.....	1,925 00	1,613 99	49
Attleborough .....	3	2,874 47	1,275	.....	.....	.....	.....	.....	1,275 00	1,599 47	44
Ayer .....	3	2,491 06	1,300	.....	.....	.....	.....	.....	1,300 00	1,191 06	53
Barn .....	3	8,584 83	2,025	450 00	247 75	.....	.....	.....	2,732 75	5,842 07	31
Beverly .....	3	1,465 113 85	5,500	254,770 01	11,875 29	\$6,608 93	\$249,072 54	.....	529,926 77	835,186 58	36
Boston .....	3	3,447 54	1,925	.....	.....	.....	.....	.....	1,925 00	1,922 56	44
Bridgewater .....	3	20,181 13	2,875	2,452 00	851 78	.....	.....	.....	5,978 78	14,222 35	29
Brookton .....	3	3,427 60	1,400	100 00	.....	.....	.....	.....	1,500 00	1,927 60	43
Campello .....	3	3,146 07	1,400	90 00	.....	.....	.....	.....	1,500 00	1,556 07	50
Canton .....	3	6,019 64	1,875	531 87	.....	.....	.....	.....	2,406 47	3,612 97	39
Chillicothe .....	3	2,686 86	1,025	700 00	200 00	.....	.....	.....	1,025 00	2,061 86	44
Chillicothe Falls .....	3	7,967 66	2,150	.....	.....	.....	.....	.....	3,050 00	4,917 66	38
Clinton .....	3	8,601 60	1,925	.....	.....	.....	.....	.....	1,925 00	4,917 66	42
Concord .....	3	8,934 74	1,550	.....	.....	.....	.....	.....	1,550 00	2,894 74	39
Cottage City .....	3	3,405 49	1,925	.....	.....	.....	.....	.....	1,925 00	1,890 49	44
Danvers .....	3	3,770 77	1,825	100 00	.....	.....	.....	.....	1,825 00	2,045 77	45
Dedham .....	3	5,413 22	1,900	300 00	87 50	.....	.....	.....	2,157 50	3,275 72	39
East Weymouth .....	3	2,525 73	1,400	.....	.....	.....	.....	.....	1,400 00	1,135 69	48
East Weymouth .....	3	2,398 60	1,125	.....	.....	.....	.....	.....	1,125 00	1,183 60	48
East Weymouth .....	3	2,630 53	1,200	.....	.....	.....	.....	.....	1,200 00	1,430 53	45
Fair Haven .....	3	31,743 58	2,850	4,800 00	.....	9 30	7,608 96	.....	16,329 26	16,414 30	48
Fall River .....	3	20,376 28	2,875	2,472 50	1,714 83	8 45	.....	.....	6,765 88	13,610 40	38
Fitchburg .....	3	7,732 35	1,435	.....	.....	.....	.....	.....	1,435 00	1,307 35	52
Florence .....	3	2,376 25	1,350	.....	.....	.....	.....	.....	1,350 00	1,096 25	57
Foxborough .....	3	2,361 17	1,200	.....	.....	.....	.....	.....	1,200 00	1,061 17	59
Framingham .....	3	8,835 53	1,500	.....	.....	.....	.....	.....	1,500 00	2,365 53	40
Franklin .....	3	4,173 04	1,500	.....	.....	.....	.....	.....	1,500 00	2,673 04	38
Gardner .....	3	15,827 15	2,475	2,740 00	.....	7 87	2,883 46	.....	8,206 33	7,621 53	52
Gloucester .....	3	5,074 85	1,700	.....	.....	.....	.....	.....	1,700 00	3,374 15	33
Great Barrington .....	3	13,608 32	2,400	1,068 13	500 00	1 50	.....	.....	3,988 63	9,609 60	30
Greenfield .....	3	25,644 75	2,775	4,450 00	830 80	68 70	4,964 56	.....	13,219 06	12,325 69	52
Haverhill .....	3	2,143 87	1,100	245 00	.....	.....	.....	.....	1,345 00	1,297 87	63
Hingham .....	3	2,547 73	1,300	.....	.....	.....	.....	.....	1,300 00	1,797 73	50
Holliston .....	3	28,924 74	2,825	3,100 00	778 00	13 25	4,801 69	.....	11,512 84	17,411 90	40
Holyoke .....	3	3,581 63	1,500	.....	.....	.....	.....	.....	1,500 00	2,081 63	40
Hudson .....	3	7,033 58	1,850	.....	.....	.....	.....	.....	1,850 00	5,183 58	26
Hyde Park .....	3	3,329 10	1,550	.....	.....	.....	.....	.....	1,550 00	1,779 10	46
Ipswich .....	3	28,796 25	2,850	4,000 00	1,846 48	73 50	7,911 00	.....	16,179 86	12,616 27	55
Lawrence .....	3	4,518 85	1,700	.....	.....	.....	.....	.....	1,700 00	2,818 85	38

\* In public building; no rent paid for central office.

† In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.  
MASSACHUSETTS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Leominster	3	\$6,055 78	\$1,925	\$350 00	\$68 25			\$2,343 25	\$3,712 53	38
Lowell	1	84,790 98	3,150	5,781 41	2,350 00	\$13 00	\$12,082 94	23,377 35	61,413 63	27
Lynn	1	45,723 55	3,000	4,200 00	1,602 00		10,383 48	19,185 46	26,538 09	41
Malden	2	9,732 04	2,200	754 50	1,500 00			3,454 50	6,277 54	64
Marblehead	3	7,168 21	1,900	1,100 00				3,000 00	4,168 21	58
Marlborough	2	7,948 10	2,025	950 00	118 00	39 20		3,132 20	4,815 90	60
Medford	2	4,753 71	1,675					1,675 00	3,078 71	64
Melrose	3	4,389 47	1,550					1,550 00	2,839 47	35
Merrimac	3	2,231 14	1,225					1,225 00	1,006 14	54
Methuen	3	2,426 26	1,325					1,325 00	1,101 26	54
Middleborough	3	6,673 91	1,900					1,900 00	4,773 91	28
Millbury	3	7,180 51	1,950	720 00				2,670 00	4,510 51	35
Milford	3	2,990 72	1,450					1,450 00	1,540 72	47
Milton	3	4,073 28	1,675					1,675 00	2,398 28	41
Monson	3	2,709 44	1,450					1,450 00	1,259 44	53
Nantucket	3	6,803 44	1,850					1,850 00	3,953 44	31
Natick	2	6,830 52	2,000	400 00	97 00			2,497 00	4,333 52	36
New Bedford*	2	39,911 01	2,825	3,950 05	1,068 02	49 10	7,939 23	14,763 38	25,147 63	37
Newburyport	2	14,782 29	2,475	1,850 00		16 00		2,400 00	6,920 47	25
Newton	3	9,320 47	2,050	350 00				1,500 00	1,732 05	46
Newton Centre	3	3,232 05	1,500					1,500 00	2,883 79	34
Newtonville	3	4,443 79	1,550					1,550 00	2,893 79	30
North Adams	2	14,105 98	2,500	1,362 75	482 18			4,344 83	9,761 05	30
Northampton	2	15,522 89	2,450	1,516 83	716 00			4,682 83	10,839 96	30
North Andover Depot	2	1,602 91	1,075					1,075 00	527 91	67
North Attleborough	2	7,073 49	2,025	300 00	75 00			2,400 00	4,673 49	33
North Brookfield	2	3,197 99	1,575					1,575 00	1,622 99	49
Orange	3	4,784 55	1,700	50 00				1,750 00	3,034 55	36
Palmer	3	5,117 64	1,575	324 00				1,899 00	3,218 64	37
Peabody	3	6,007 25	1,775	275 00	64 11			2,114 11	3,893 14	35
Pittsfield	2	23,952 17	2,725	2,650 00	1,235 53	167 83	2,655 25	9,483 61	14,518 56	39
Plymouth	2	7,871 74	2,025	1,100 00	200 00	3 00		3,328 00	4,543 74	42
Provincetown	2	3,576 94	1,500					1,500 00	2,076 94	42
Quincy	3	6,619 75	1,925	275 00	50 75			2,250 75	4,369 00	34
Randolph	3	2,481 80	1,225					1,225 00	1,256 80	49
Reading	3	8,091 66	1,425					1,425 00	1,666 66	46
Rockport	3	1,905 75	1,000					1,000 00	905 75	53
Rockland	3	3,183 86	1,475					1,475 00	1,698 86	49
Salem	2	24,682 07	2,725	3,500 00	2,181 30	84 89	6,734 10	15,175 29	9,506 78	34
Sandwich	3	2,721 82	1,300					1,300 00	1,421 82	48
Shelburne Falls.	3	3,679 56	1,525					1,525 00	2,154 56	41

\* In public building; no rent paid.

South Abington.....	3	2,531 06	1,225	.....	.....	.....	1,225 00	1,225 00	1,225 00	48
Southbridge.....	3	3,623 72	1,500	.....	.....	.....	1,500 00	1,500 00	1,500 00	41
South Framingham.....	3	6,180 00	1,825	.....	.....	.....	1,825 00	1,825 00	1,825 00	32
Spencer.....	3	5,388 06	1,825	.....	.....	.....	1,825 00	1,825 00	1,825 00	40
Springfield.....	3	73,703 16	3,150	.....	.....	.....	3,150 00	3,150 00	3,150 00	18
Stockbridge.....	1	3,138 38	1,425	.....	.....	.....	1,425 00	1,425 00	1,425 00	45
Stoughton.....	3	5,006 15	1,700	.....	.....	.....	1,700 00	1,700 00	1,700 00	33
Taunton.....	3	23,295 50	2,750	.....	.....	.....	2,750 00	2,750 00	2,750 00	53
Stoughton.....	3	2,598 88	1,300	.....	.....	.....	1,300 00	1,300 00	1,300 00	50
Turner's Falls.....	3	3,540 98	1,625	.....	.....	.....	1,625 00	1,625 00	1,625 00	45
Wakefield.....	3	6,169 59	1,850	.....	.....	.....	1,850 00	1,850 00	1,850 00	37
Walham.....	3	14,484 96	2,500	.....	.....	.....	2,500 00	2,500 00	2,500 00	31
Ware.....	3	4,523 15	1,650	.....	.....	.....	1,650 00	1,650 00	1,650 00	36
Warren.....	3	3,262 90	1,575	.....	.....	.....	1,575 00	1,575 00	1,575 00	46
Watertown.....	3	4,583 47	1,725	.....	.....	.....	1,725 00	1,725 00	1,725 00	33
Wester.....	3	4,584 32	1,575	.....	.....	.....	1,575 00	1,575 00	1,575 00	42
Wesley.....	3	3,602 37	1,575	.....	.....	.....	1,575 00	1,575 00	1,575 00	49
Westborough.....	3	6,153 41	1,950	.....	.....	.....	1,950 00	1,950 00	1,950 00	42
Westfield.....	3	14,482 41	2,575	.....	.....	.....	2,575 00	2,575 00	2,575 00	49
West Gardner.....	2	2,410 86	1,200	.....	.....	.....	1,200 00	1,200 00	1,200 00	84
West Newton.....	3	3,331 59	1,625	.....	.....	.....	1,625 00	1,625 00	1,625 00	50
Weymouth.....	3	2,094 69	1,200	.....	.....	.....	1,200 00	1,200 00	1,200 00	57
Whitinsville.....	3	2,456 90	1,350	.....	.....	.....	1,350 00	1,350 00	1,350 00	54
Williamstown.....	3	3,449 11	1,525	.....	.....	.....	1,525 00	1,525 00	1,525 00	44
Winchendon.....	3	4,810 87	1,650	.....	.....	.....	1,650 00	1,650 00	1,650 00	41
Winchester.....	3	8,336 43	1,550	.....	.....	.....	1,550 00	1,550 00	1,550 00	42
Woburn.....	3	7,090 51	1,925	.....	.....	.....	1,925 00	1,925 00	1,925 00	82
Worcester.....	1	92,272 48	3,225	.....	.....	.....	3,225 00	3,225 00	3,225 00	19
Total.....	.....	2,549,239 86	214,325	344,586 98	40,513 15	7,715 64	342,871 35	950,012 12	1,569,227 74	37

## MICHIGAN.

Adrian.....	2	\$14,108 24	\$2,500	.....	.....	.....	.....	.....	.....	36
Albion.....	2	2,060 75	2,060	.....	.....	.....	.....	.....	.....	42
Allegan.....	3	5,229 27	1,775	.....	.....	.....	.....	.....	.....	37
Alpena.....	3	6,659 88	1,975	.....	.....	.....	.....	.....	.....	36
Ann Arbor.....	3	20,959 89	2,675	.....	.....	.....	.....	.....	.....	34
Battle Creek.....	2	20,460 01	2,575	.....	.....	.....	.....	.....	.....	33
Bay City.....	3	24,064 05	2,750	.....	.....	.....	.....	.....	.....	50
Benton Harbor.....	3	4,453 24	1,725	.....	.....	.....	.....	.....	.....	42
Berrien Springs.....	3	4,726 51	1,475	.....	.....	.....	.....	.....	.....	31
Big Rapids.....	3	10,401 26	2,175	.....	.....	.....	.....	.....	.....	39
Bilesfield.....	3	1,310 82	1,100	.....	.....	.....	.....	.....	.....	61
Buchanan.....	3	3,726 25	1,550	.....	.....	.....	.....	.....	.....	41
Cadillac.....	3	7,256 45	2,025	.....	.....	.....	.....	.....	.....	39
Calumet.....	3	5,491 69	1,800	.....	.....	.....	.....	.....	.....	37
Caro.....	3	3,307 93	1,525	.....	.....	.....	.....	.....	.....	50
Charlotte.....	3	7,035 29	1,850	.....	.....	.....	.....	.....	.....	42
Cheboygan.....	3	4,410 98	1,700	.....	.....	.....	.....	.....	.....	38
Total.....	.....	2,549,239 86	214,325	344,586 98	40,513 15	7,715 64	342,871 35	950,012 12	1,569,227 74	37

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

MICHIGAN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Chelsea	3	\$2,186 17	\$1,200	\$1,200 00	\$910 00			\$1,200 00	\$986 17	55
Coldwater	2	9,917 85	2,275					4,385 00	6,532 85	44
Constantine	3	2,539 55	1,300					1,300 00	1,239 55	51
Decatur	3	2,208 09	1,225					1,225 00	1,083 09	55
Coruna	3	2,473 15	1,225					1,225 00	1,248 15	50
Detroit*	1	298,054 20	8,725	37,659 71		\$320 56	\$98,427 83	81,133 10	216,921 10	27
Dowagiac	3	4,116 32	1,650					1,650 00	2,466 32	31
East Saginaw	2	28,311 96	2,850	2,951 47	1,245 89	15 00	4,601 55	11,663 91	16,648 05	41
East Rapids	3	3,690 21	1,500	100 00				1,600 00	2,090 21	43
Edmore	3	2,164 26	1,350					1,350 00	814 26	63
Escanaba	3	5,154 86	1,675					1,675 00	3,479 86	32
Evarts	3	2,675 73	1,450					1,450 00	1,225 73	54
Extonville	3	3,356 87	1,550					1,550 00	1,806 87	46
Flint	2	13,785 63	2,475	1,650 00	881 51			5,006 51	8,779 12	36
Fort Gratiot	3	2,163 13	1,100					1,100 00	1,063 13	50
Rowleyville	3	2,036 56	1,100					1,100 00	936 56	54
Grand Haven	3	5,975 93	1,850	600 00				2,450 00	3,525 93	41
Grand Lodge	3	2,218 81	1,175					1,175 00	1,043 81	53
Grand Rapids*	3	75,767 55	3,225	11,135 33		100 35	11,591 89	26,052 62	49,734 93	34
Greenville	3	6,044 07	1,900	371 50				2,271 50	3,772 57	37
Hancock	3	6,698 65	1,825	375 00	97 50			2,297 50	3,391 15	50
Hastings	3	4,129 15	1,650	421 50				2,071 60	2,057 65	50
Hillsdale	2	8,339 95	2,125	1,012 50	294 25			3,431 75	4,908 20	41
Holland	3	3,730 91	1,625	162 00				1,687 00	2,043 91	45
Holly	3	2,674 98	1,200	324 00				1,200 00	1,474 98	41
Houghton	3	3,697 71	1,550	75 00				1,874 00	1,823 71	51
Howell	3	4,151 96	1,625	75 00				1,700 00	2,451 96	41
Hudson	3	5,254 12	1,800	650 00				2,450 00	2,804 12	46
Ionia	2	9,588 51	2,375	900 00	578 00			3,853 00	5,735 51	40
Iron Mountain	2	3,454 84	1,500	600 00				1,800 00	1,654 84	36
Ishpeming	2	27,976 83	2,775	3,255 00				2,825 00	16,422 80	45
Jackson	2	2,721 84	1,425		1,212 00		5,311 94	1,425 00	1,296 84	52
Kalamazoo	3	28,045 30	2,850	3,390 75	865 40		3,943 47	11,049 62	16,995 68	39
Lansing	2	25,863 61	2,825	3,096 65	1,332 00	40 09	3,221 46	10,515 20	16,368 41	36
Lapeer	3	4,747 86	1,650					1,650 00	3,097 86	35
Levell	3	3,328 81	1,550	200 00				1,750 00	1,578 81	52
Ludington	3	3,828 81	1,875	421 80	77 99			2,374 29	3,517 85	40
Manchester	3	5,891 64	1,100					1,100 00	781 60	48
Marquette	2	1,881 50	2,375	1,562 00	535 00	4 20		4,476 20	5,749 15	44
Marquette	2	10,225 35	2,375	1,000 00	495 00			3,849 63	6,138 61	38
Marshall	2	9,998 26	2,350			8 75				

Mason	3	2, 148 42	1, 575						1, 575 00	1, 575 00	50
Monominee	3	4, 905 00	1, 625						1, 625 00	1, 625 00	32
Midland	3	2, 017 25	1, 375						1, 375 00	1, 375 00	45
Monroe	3	2, 554 99	1, 850						2, 271 19	2, 271 19	41
Montague	3	2, 201 90	1, 225			353 00	66 49	1 70	1, 225 00	1, 225 00	54
Mount Clemens	3	2, 741 81	1, 550						1, 550 00	1, 550 00	41
Mount Pleasant	3	2, 113 09	1, 525						1, 525 00	1, 525 00	41
Muskegon	2	19, 119 84	2, 775			50 00			1, 079 81	1, 079 81	44
Negaunee	3	2, 448 20	1, 700			2, 165 81	176 00		1, 648 00	1, 648 00	34
Niles	3	6, 499 95	1, 950			243 00			1, 755 72	1, 755 72	52
Norway	3	2, 215 69	1, 425			900 00	101 40		2, 458 55	2, 458 55	43
Oaccola	3	2, 413 67	1, 200						1, 200 00	1, 200 00	54
Oaego	3	2, 594 87	1, 225						1, 225 00	1, 225 00	49
Ovid	3	2, 111 89	1, 600						1, 600 00	1, 600 00	48
Owosso	3	5, 734 75	1, 775						1, 775 00	1, 775 00	31
Paw Paw	3	2, 376 02	1, 525						1, 525 00	1, 525 00	43
Petokey	3	2, 019 15	1, 225			300 00			2, 019 15	2, 019 15	41
Plainwell	3	2, 043 96	1, 225						1, 225 00	1, 225 00	48
Port Huron	2	13, 836 30	2, 300			759 00	479 47	7 75	2, 300 00	2, 300 00	31
Portland	3	2, 055 00	1, 425			1, 975 00			1, 975 00	1, 975 00	43
Portsmouth	3	1, 790 48	1, 125			196 00			1, 125 00	1, 125 00	53
Quincy	3	2, 318 31	1, 500			400 00			1, 500 00	1, 500 00	57
Quinebec	3	1, 259 18	1, 175						1, 175 00	1, 175 00	45
Reading	3	2, 683 58	1, 200						1, 200 00	1, 200 00	44
Reed City	3	3, 315 47	1, 450						1, 450 00	1, 450 00	63
Republic	3	1, 028 57	1, 125						1, 125 00	1, 125 00	52
Romeo	2	10, 597 81	2, 425			162 00			1, 489 37	1, 489 37	49
Saginaw	3	4, 452 09	1, 675			1, 500 00	304 88		1, 775 00	1, 775 00	53
Saint Clair	3	2, 324 16	1, 325			100 00			1, 325 00	1, 325 00	49
Saint Ignace	3	4, 042 57	1, 725			275 00			2, 424 10	2, 424 10	57
Saint John's	3	5, 050 78	1, 675			450 00			1, 675 00	1, 675 00	31
Saint Joseph	3	2, 068 06	1, 325			200 00			1, 325 00	1, 325 00	55
Saint Louis	3	2, 383 35	1, 325			500 00			1, 325 00	1, 325 00	48
South Haven	3	4, 153 28	1, 625			162 00			1, 625 00	1, 625 00	38
Stanton	3	2, 786 66	1, 725						1, 725 00	1, 725 00	39
Sturgis	3	4, 575 68	1, 800			500 00			2, 800 00	2, 800 00	28
Tecumseh	3	6, 059 86	1, 800						2, 800 00	2, 800 00	28
Three Rivers	3	6, 125 70	1, 800			500 00			2, 800 00	2, 800 00	28
Traverse City	3	2, 697 25	1, 325						1, 325 00	1, 325 00	49
Union City	3	2, 451 25	1, 275			200 00			1, 275 00	1, 275 00	61
Vassar	3	6, 629 67	1, 425			475 00	125 79		2, 375 79	2, 375 79	51
West Bay City	3	2, 070 20	1, 200						1, 200 00	1, 200 00	54
Whitehall	3	2, 257 06	1, 125						1, 125 00	1, 125 00	53
White Pigeon	3	2, 070 20	1, 125						1, 125 00	1, 125 00	53
Williamstown	3	6, 617 32	2, 150			1, 109 52	363 00		2, 622 52	2, 622 52	43
Ypsilanti	2										
Total		1, 012, 389 12	183, 225			101, 645 74	16, 253 85	756 65	374, 555 32	537, 833 80	37

\* In public building; no rent paid.

† Returns for 4th quarter, 1893, and 1st quarter, 1894, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## MINNESOTA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Ada.....	3	\$2,192 00	\$1,175					\$1,175 00	\$1,017 00	54
Albert Lea.....	3	5,505 52	1,775	\$350 00				3,386 52	3,386 52	39
Alexandria.....	3	3,125 64	1,500	100 00				1,225 00	1,525 64	51
Anoka.....	3	4,984 54	1,675	100 00				1,775 00	8,209 54	36
Austin.....	3	4,380 79	1,725	450 00				2,175 00	2,205 79	50
Brainerd.....	2	7,552 75	2,225	1,077 00	\$790 82	\$55 00		4,147 82	3,404 93	55
Chatfield.....	3	1,933 50	1,100					1,100 00	833 50	57
Crookston.....	3	5,966 33	1,825	155 00				1,980 00	4,006 33	31
Detroit City.....	3	2,476 29	1,200	76 00				1,276 00	1,200 29	52
Duluth.....	2	19,688 16	2,475	2,550 00	1,317 50			6,342 50	13,345 66	32
Faribault.....	2	9,100 25	2,150	1,420 00	527 40	24 50		4,121 90	4,978 35	45
Fergus Falls.....	3	7,794 38	1,950	620 00	432 13	3 00		3,005 13	4,789 25	39
Glencoe.....	3	2,733 31	1,425	1,900 00				1,605 00	1,128 31	59
Granite Falls.....	3	2,058 98	1,100	50 00				1,150 00	908 98	56
Hastings.....	3	5,215 07	1,825	500 00	650 00			2,975 00	2,240 07	57
Kasson.....	3	1,892 44	1,050	76 00				1,126 00	756 44	60
Lake City.....	3	5,112 72	1,850	393 00	75 00	50		2,318 50	2,784 22	46
Lanesborough.....	3	1,616 12	1,025	150 00				1,025 00	591 12	63
Le Sueur.....	3	2,181 95	1,175	108 00				1,825 00	856 95	61
Litchfield.....	3	3,202 24	1,450					1,558 00	1,744 24	47
Luverne.....	3	2,421 05	1,175					1,175 00	1,246 05	49
Marquette.....	2	10,692 47	2,200	1,050 00	975 00			4,225 00	6,467 47	40
Marshall.....	3	2,233 82	1,250	145 00				1,395 00	838 82	62
Minneapolis.....	1	175,780 52	3,400	23,998 20	4,401 75	582 61	\$21,700 81	53,983 37	121,747 15	36
Montevideo.....	3	2,515 79	1,300					1,200 00	1,215 79	51
Moorhead.....	3	6,312 48	1,925	375 00				2,300 00	4,012 48	36
Morris.....	3	2,779 97	1,500	135 00				1,635 00	1,144 97	59
New Ulm.....	3	3,102 91	1,475	100 00				1,575 00	1,527 91	51
Northfield.....	3	5,862 21	1,850	417 50	52 50			2,820 00	3,032 21	40
Owatonna.....	3									
Preston.....	3	2,043 33	1,125	100 00				1,225 00	818 33	60
Red Wing.....	2	11,360 92	2,400	1,000 00	900 00	3 00		4,203 00	7,057 92	38
Redwood Falls.....	3	2,039 13	1,100	150 00				1,250 00	789 13	61
Rochester.....	2	10,847 01	2,250	487 50	900 00			3,637 50	7,209 51	34
Saint Charles.....	3	2,078 96	1,125	90 00				1,215 00	863 96	58
Saint Cloud.....	3	7,247 70	1,850	452 50				2,302 50	4,945 20	32
Saint Paul.....	1	184,812 51	3,425	26,153 86		446 76	21,498 38	51,623 49	133,289 02	28
Saint Peter.....	3	3,953 11	1,600	200 86				1,800 86	2,092 45	47
Sank Centre.....	3	4,273 00	1,675	300 00				1,875 00	2,398 00	44
Shakopee.....	3	2,091 87	1,125	300 00				1,425 00	666 87	68
Sleepy Eye.....	3	2,131 66	1,200	250 00				1,450 00	681 66	68

Spring Valley.....	3	2,493 61	1,225	90 00	.....	.....	1,315 00	1,178 61	53
Stillwater.....	2	16,018 12	2,479	2,500 00	.....	.....	5,931 00	9,687 12	38
Wabasha.....	3	3,327 60	1,425	200 00	.....	956 00	1,625 00	1,632 50	50
Wadena.....	3	2,421 66	1,276	60 00	.....	.....	1,325 00	1,096 36	55
Waseca.....	3	3,473 18	1,529	150 00	.....	.....	1,675 00	1,708 18	48
Willmar.....	3	2,942 67	1,425	180 00	.....	.....	1,575 00	1,387 67	54
Winnebago City.....	2	1,734 86	1,025	150 00	.....	.....	1,205 00	1,549 86	68
Winona.....	3	19,600 84	2,500	2,715 00	.....	1,904 25	7,139 45	12,461 49	36
Worthington.....	3	2,666 55	1,200	100 00	.....	.....	1,300 00	1,886 55	49
Total.....	.....	597,592 39	80,600	70,154 72	13,829 35	43,199 19	208,971 82	388,920 57	35

\* Returns from April 1 to April 10 delinquent.

† In public building; no rent paid.

## MISSISSIPPI.

Aberdeen.....	3	\$3,939 56	1,650	\$360 00	.....	.....	\$1 25	\$2,011 25	51
Brookhaven.....	3	2,555 28	1,300	300 00	.....	.....	1 25	1,601 25	62
Canton.....	3	3,419 94	1,550	486 00	.....	.....	.....	1,374 94	60
Columbus.....	3	6,070 47	1,925	405 00	.....	\$40 05	.....	2,370 05	39
Cortina.....	3	3,323 06	1,500	405 00	.....	.....	.....	1,905 00	57
Greenville.....	3	4,372 00	1,575	249 76	.....	.....	.....	1,824 76	42
Grenada.....	3	3,307 23	1,550	215 00	.....	.....	.....	1,765 00	53
Hazlehurst.....	3	1,960 88	1,100	.....	.....	.....	.....	1,100 00	55
Holly Springs.....	3	3,452 88	1,625	391 10	.....	.....	2 75	2,018 85	58
Jackson.....	2	11,458 83	2,325	1,600 00	.....	666 00	10 40	4,601 40	40
Keokuk.....	3	2,200 83	1,300	375 00	.....	.....	.....	1,675 00	70
Macon.....	2	2,167 20	1,250	.....	.....	.....	.....	1,258 75	58
Moridian.....	2	9,169 35	2,200	1,420 00	.....	150 00	8 75	3,781 00	41
Natchez.....	2	9,108 69	2,150	838 81	.....	588 00	7 75	3,584 56	54
Natchez.....	3	2,696 90	1,400	50 00	.....	.....	.....	1,450 00	39
Oklahoma.....	3	3,958 83	1,675	405 00	.....	.....	.....	1,980 00	50
Oxford.....	3	2,031 18	1,125	175 00	.....	.....	.....	1,300 00	64
Port Gibson.....	3	2,378 11	1,100	37 50	.....	.....	.....	1,141 95	48
Starville.....	3	17,068 56	2,575	3,000 00	.....	1,117 50	40 80	6,733 10	38
Union.....	3	2,208 10	1,300	.....	.....	.....	.....	1,300 00	58
Waverly.....	3	2,555 18	1,550	175 00	.....	.....	1 00	1,728 00	60
West Point.....	3	2,451 10	1,225	180 00	.....	.....	7 25	1,412 25	57
Winona.....	3	3,269 84	1,500	100 00	.....	.....	.....	1,388 84	49
Yazoo City.....	3	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	106,947 80	38,350	11,168 17	2,561 55	96 45	50,176 17	55,671 63	47

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## MISSOURI.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.
Appleton City.....	3	\$2,812 93	\$1,400	\$100 00				\$1,500 00	\$1,312 93	53
Bethany.....	3	2,833 87	1,200	200 00				1,400 00	1,633 87	60
Boonville.....	3	5,628 60	1,800	450 00				2,250 00	3,378 60	41
Bowling Green.....	3	5,458 00	1,800	100 00				1,900 00	3,558 00	52
Brookfield.....	3	3,476 41	1,200					1,550 00	1,926 41	45
Brunswick.....	3	2,473 41	1,325	100 00				1,425 00	1,048 41	59
Butler.....	3	2,395 04	1,775	200 00				1,975 00	400 04	36
Camden.....	3	5,454 46	1,700	236 83				1,936 83	3,517 63	43
Canton.....	3	4,514 70	1,400	90 00				1,490 00	3,024 70	56
Cape Girardeau.....	3	3,814 35	1,600					1,600 00	2,214 35	42
Carrollton.....	2	3,773 53	1,725	50 00				1,775 00	2,003 53	37
Charleston.....	2	10,639 56	2,850	1,905 00	\$283 73	\$45 00		4,033 73	6,605 83	43
Chillicothe.....	3	1,675 19	1,100					1,100 00	575 19	66
Clinton.....	3	6,812 20	1,925	526 25				2,451 25	4,360 95	37
Columbia.....	3	5,949 18	1,825	500 00				2,325 00	3,624 18	39
De Soto.....	3	7,961 39	1,950	325 00				2,275 00	5,686 39	29
De Soto.....	3	2,680 06	1,100	25 00				1,125 00	1,555 06	42
Payette.....	3	2,996 13	1,325					1,325 00	1,671 13	44
Fulton.....	3	4,414 11	1,900	75 00				1,975 00	2,439 11	33
Gallatin.....	3	2,152 04	1,200					1,200 00	952 04	56
Glasgow.....	3	2,733 48	1,450					1,450 00	1,283 48	53
Hamilton.....	3	2,333 73	1,200	100 00				1,300 00	1,033 73	56
Hannibal.....	3	16,841 90	2,675	3,000 00	780 05		\$3,554 17	10,009 22	6,832 68	60
Harrisonville.....	3	3,230 74	1,450					1,450 00	1,780 74	45
Holden.....	3	4,828 81	1,500	100 00				1,600 00	3,228 81	33
Independence.....	3	5,151 68	1,725	182 00				1,907 00	3,244 68	37
Jefferson City.....	2	9,271 30	2,350	1,500 00				3,850 00	5,421 30	44
Joplin.....	3	5,535 30	1,825	540 00	345 00			2,365 00	3,170 30	43
Kansas City.....	3	207,715 89	3,450	27,438 89	3,410 40	1,847 40	22,287 29	37,945 48	149,760 41	31
Kirkville.....	3	3,096 38	1,700	208 00				1,908 00	1,188 38	37
Lamar.....	3	5,023 94	1,700	350 00				1,950 00	3,073 94	41
Lebanon.....	3	3,062 07	1,425	200 00				1,625 00	1,437 07	53
Lexington.....	3	5,654 81	1,825	200 00				2,025 00	3,629 81	35
Liberty.....	3	2,812 70	1,425	180 00				1,605 00	1,207 70	56
Louisiana.....	3	5,983 11	1,775	405 00				1,585 00	4,398 11	38
Macon City.....	3	5,807 11	1,775	502 50	7 15			2,284 65	3,522 46	41
Marshall.....	3	5,390 71	1,700	150 00				1,850 00	3,540 71	34
Marysville.....	3	6,596 71	1,875	350 00				2,225 00	4,371 71	35
Memphis.....	3	6,649 58	1,300					1,300 00	5,349 58	42
Mexico.....	3	6,832 19	1,875	850 00				2,725 00	4,107 19	38
Milan.....	3	1,965 64	1,100	100 00		2 00		1,202 00	763 64	61

Moberly	3	7,718 55	4,975	735 00	14 10	2 80	2,725 40	4,902 15	35
Montgomery	3	2,338 48	1,176	184 00			1,359 00	1,876 48	58
Neosho	3	2,040 83	1,400	271 50			1,671 50	1,869 38	55
Nevada	3	6,443 75	1,825	407 50			2,232 50	4,211 25	35
North Springfield	3	4,707 99	1,425	67 08			1,492 08	4,215 91	31
Palmyra	3	2,697 41	1,325				1,372 00	4,069 41	48
Paris	3	2,523 77	1,200	50 00		40	1,325 00	4,248 77	50
Pierce City	3	2,963 34	1,325	175 00			1,250 00	4,233 34	43
Plattsburgh	3	2,511 41	1,325	150 00			1,325 00	4,836 41	47
Pleasant Hill	3	2,766 17	1,325	138 00			1,675 00	4,441 17	44
Rich Hill	3	2,060 21	1,760				1,888 00	4,948 21	37
Richmond	3	2,408 04	1,200				1,200 00	4,608 04	47
Rolla	3	2,947 49	1,450	329 49			1,770 49	4,717 98	60
Saint Charles	3	4,417 06	1,660	113 00			1,763 00	6,180 06	40
Saint Joseph	3	6,256 36	3,150	9 00	1,440 72	90 36	3,936 21	10,392 36	36
Saint Louis†	1	891,583 37	5,500	152,889 17	1,945 37	6,217 09	143,257 71	936,239 84	38
Salmon	3	2,063 09	1,325	100 00			1,325 00	3,388 09	64
Savannah	3	2,073 38	1,100	162 00			1,262 00	3,235 38	61
Sedalla	2	20,355 48	2,650	2 00	520 00	4 05	3,174 05	24,529 53	39
Shelbina	3	2,443 42	1,225	100 00			1,325 00	3,768 42	54
Slater	2	2,414 77	1,225				1,225 00	3,639 77	51
Springfield	2	14,968 88	2,400	2,293 00	145 65	2 26	4,860 91	19,829 79	33
Stauberry	3	4,460 37	1,625	290 00			1,915 00	6,375 37	43
Trenton	3	5,354 19	1,825	524 00			2,349 00	7,699 19	38
Warrensburg	3	2,382 60	1,200	150 00			1,350 00	3,732 60	58
Washington	3								
Total		1,309,243 63	111,960	211,511 66	8,292 17	7,787 46	518,476 77	880,766 86	37

\* In public building; no rent paid. † Includes \$3,140.23 expenses of mail-bag repair depot.

; Returns from May 19, 1894, to June 30, 1894, are delinquent.

## MONTANA.

Bozeman	2	94,902 00	42,100	11,550 00	\$275 00		\$3,925 00	\$2,977 00	57
Butte City	2	16,160 08	2,575	3,610 00	1,728 00		7,913 00	8,256 08	49
Deer Lodge City	3	3,324 18	1,575	800 00	\$6 00		2,861 00	6,130 18	72
Dillon	3	3,127 21	1,550	450 00			2,000 00	5,127 21	64
Fort Benton	3	3,783 26	1,700	100 00			1,800 00	5,483 26	48
Helena	2	19,249 72	2,575	3,852 19	1,188 24	130 42	7,695 85	26,041 87	40
Missoula	3	5,259 67	1,800	450 00			2,250 00	7,509 67	43
Missoula	3	5,220 38	1,725	540 00		11 50	2,276 50	7,446 88	44
Virginia City	3	1,663 24	1,225	266 80			1,491 80	3,155 04	80
Total		64,688 74	16,825	11,618 49	3,141 24	147 92	31,732 65	96,421 09	49

## NEBRASKA.

Albion	3	\$2,532 74	\$1,200	\$100 00			\$1,300 00	\$1,232 74	51
Ashland	3	3,169 88	1,425	150 00			1,575 00	4,744 88	50



No. 10.—Gross receipts, expenses, and net revenues of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued

NEBRASKA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Aurora.....	3	\$3,564 82	\$1,500					\$1,500 00	\$2,064 82	42
Beatrice.....	3	9,470 13	2,025	\$457 00				2,483 00	6,987 13	26
Blair.....	3	4,487 39	1,550	400 00				1,950 00	2,537 39	43
Blue Springs.....	3	1,871 37	1,050	138 00		\$0 25		1,188 25	683 12	63
Brownville.....	3	3,270 53	1,250	324 00				1,574 00	1,700 53	46
Central City.....	3	2,670 26	1,350	150 00				1,500 00	1,170 26	56
Columbia.....	3	5,667 18	1,700	100 00				1,800 00	3,867 18	32
Crete.....	3	5,191 16	1,650	301 05				1,951 05	3,240 11	38
David City.....	3	3,377 12	1,425	200 00				1,625 00	1,752 12	48
Fairbury.....	3	3,407 20	1,425	200 00				1,625 00	1,782 20	42
Farmount.....	3	2,650 68	1,275	200 00				1,475 00	1,175 68	56
Falls City.....	3	4,461 60	1,625	181 00	\$408 10	10 10		1,806 00	2,655 60	40
Freemont.....	3	10,411 32	2,175	875 00				2,968 20	7,443 12	29
Grand Island.....	3	8,153 93	1,875	412 50				2,287 50	5,866 43	28
Harvard.....	3	2,502 03	1,150					1,150 00	1,352 03	46
Hastings.....	3	10,423 32	2,125	1,110 52	307 00	37 75		3,580 27	6,843 05	34
Humboldt.....	3	2,370 07	1,450					1,450 00	1,120 07	56
Leavenworth.....	3	8,244 75	1,875	1,100 00				2,975 00	5,269 75	36
Lincoln.....	3	37,321 94	2,900	4,867 72	137 18	153 85	\$4,825 35	12,876 92	24,444 92	35
Nebraska City.....	3	8,913 56	2,250	1,249 56		55		3,637 29	5,277 30	41
Norfolk.....	3	8,102 89	1,400	150 00				1,550 00	1,552 89	50
North Platte.....	3	101,291 00	4,225	14,445 25		125 75	11,800 92	29,086 92	72,164 08	29
Omaha.....	3	3,410 74	1,500					1,500 00	1,910 74	44
Payson.....	3	5,897 80	1,550	462 50	112 50			2,425 00	3,472 80	41
Plainsmouth.....	3	2,847 27	1,475	300 00				1,775 00	1,072 27	56
Plum Creek.....	3	3,929 29	1,425	300 00				1,725 00	1,804 29	48
Red Cloud.....	3	2,854 31	1,300	300 00				1,600 00	1,254 31	54
Saint Paul.....	3	3,728 89	1,500	125 00				1,625 00	2,103 89	44
Schuyler.....	3	5,020 89	1,625	180 00				1,805 00	3,205 89	35
Seward.....	3	2,151 29	1,175	300 00				1,475 00	676 29	69
Sidney.....	3	2,512 80	1,225					1,225 00	1,287 80	48
Sutton.....	3	2,512 80	1,225	237 50				1,912 50	2,437 03	44
Tecumseh.....	3	4,349 53	1,675					1,125 00	1,008 48	52
Tekamah.....	3	2,133 43	1,125					1,125 00	1,008 43	52
Wahoo.....	3	4,251 68	1,550	225 00				1,775 00	2,476 68	42
West Point.....	3	2,682 30	1,200	400 00				1,600 00	1,082 30	60
Wilber.....	3	2,365 02	1,100					1,100 00	1,265 02	47
York.....	3	5,551 77	1,700	150 00		65		1,860 65	3,701 12	33
Total.....		302,037 86	62,000	29,531 60	944 78	328 90	16,128 27	108,961 55	193,086 31	36

\* In public building; no rent paid.

† Returns for second quarter, 1884, are delinquent.

## NEVADA.

3	Autin	\$2,823 43	\$1,525	\$350 00	.....	.....	\$1,875 00	\$948 42	66
2	Carson City	6,425 01	2,125	1,000 00	.....	.....	8,484 00	2,141 01	54
2	Cherry Creek	1,194 97	1,050	.....	.....	.....	1,050 00	144 97	88
3	Elko	2,261 60	1,225	243 00	.....	.....	1,468 00	798 60	75
3	Eureka	1,927 28	2,080	1,890 00	.....	.....	3,870 75	1,266 53	62
3	Gold Hill	1,927 05	1,300	.....	.....	180 75	1,300 00	627 05	67
2	Reno	6,825 04	2,000	641 66	.....	.....	2,641 66	3,683 38	42
3	Tuscarora	2,304 81	1,250	.....	.....	.....	1,250 00	1,054 80	54
2	Virginia City	8,024 01	2,350	2,483 83	.....	.....	5,514 29	2,509 72	69
3	Winemucca	2,269 28	1,225	2,240 00	.....	.....	1,465 00	834 28	64
.....	Total	38,522 46	16,050	6,347 99	1,220 71	.....	23,618 70	14,908 76	61

## NEW HAMPSHIRE.

3	Clarendon	\$4,812 19	\$1,800	\$237 25	.....	.....	\$2,057 25	\$1,754 94	30
2	Concord	27,801 86	2,675	3,450 98	.....	.....	12,209 39	15,992 47	44
2	Dover	11,523 27	2,425	2,000 00	.....	.....	5,888 19	6,181 08	46
3	Exeter	4,506 90	1,750	270 00	.....	.....	2,020 00	2,486 90	45
3	Farmington	2,681 73	1,325	100 00	.....	.....	1,425 00	1,256 73	53
3	Franklin Falls	2,578 57	1,300	.....	.....	.....	1,300 00	1,278 57	50
3	Franklin Falls	2,636 86	1,450	.....	.....	.....	1,450 00	1,386 86	51
3	Great Falls	4,963 63	1,750	199 59	.....	.....	1,949 59	3,019 04	39
3	Hanover	3,867 97	1,600	.....	.....	.....	1,600 00	2,307 97	41
3	Hinsdale	1,823 24	1,125	.....	.....	.....	1,125 00	788 24	59
2	Keene	11,900 80	2,700	860 00	.....	.....	4,055 00	7,445 80	34
3	Lacolle	5,597 65	1,700	.....	.....	.....	1,700 00	3,897 65	32
3	Lake Village	2,985 69	1,300	.....	.....	.....	1,300 00	1,685 69	56
3	Lancaster	3,477 88	1,500	.....	.....	.....	1,500 00	1,977 88	43
3	Lebanon	4,905 54	1,700	400 00	.....	.....	2,100 00	2,805 54	43
3	Littleton	4,158 12	1,675	250 00	.....	.....	1,825 00	2,333 12	44
2	Manchester	32,478 86	2,750	4,000 00	.....	.....	15,787 39	16,720 97	48
3	Milford	8,279 70	1,425	.....	.....	.....	1,425 00	1,854 70	43
3	Nashua	17,459 52	2,650	2,640 48	.....	.....	6,243 83	11,215 69	36
2	Newport	2,714 48	1,425	901 25	.....	.....	1,771 50	942 88	65
3	Peacock	2,435 88	1,300	.....	.....	.....	1,300 00	1,135 88	53
3	Peterborough	2,906 63	1,375	.....	.....	.....	1,375 00	1,531 63	49
3	Pittsfield	2,139 40	1,125	200 00	.....	.....	1,325 00	811 40	62
3	Plymouth	3,653 13	1,500	.....	.....	.....	1,500 00	2,153 13	41
2	Portsmouth	13,441 37	2,400	2,900 00	.....	.....	5,348 00	8,093 37	40
3	Rochester	4,598 91	1,625	.....	.....	.....	1,625 00	2,473 91	46
3	Saco	1,960 72	1,100	.....	.....	.....	1,100 00	860 72	56
3	Suncook	2,464 75	1,325	135 00	.....	.....	1,460 00	1,044 75	59
3	Tilton	2,464 75	1,325	.....	.....	.....	1,460 00	1,044 75	59
3	Walpole	2,260 13	1,075	.....	.....	.....	1,075 00	1,221 13	47
.....	Total	199,467 88	48,750	18,509 80	5,515 25	193 86	84,760 14	108,707 74	44

\* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884.—Continued.

## NEW JERSEY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Asbury Park	2	\$11,265 73	\$2,225	\$1,050 00	\$327 50			\$3,691 50	\$7,644 23	32
Atlantic City	2	11,400 13	2,425	1,905 00	388 86	\$2 50		4,721 36	10,118 78	32
Baldwinsville	3	2,800 01	1,325					1,325 00	1,348 01	48
Bergen Point	3	2,893 29	1,325					1,325 00	1,568 29	35
Bloomfield	3	2,700 17	1,675					1,675 00	3,113 17	56
Boonton	3	2,530 78	1,450	350 00				1,450 00	2,139 78	45
Borietown	3	2,550 40	1,675	350 00	150 00			2,525 00	2,525 40	46
Bridgeton	3	3,931 92	1,950	350 00				2,375 00	6,556 92	37
Burlington	3	6,627 71	2,650	2,852 38	1,618 62	54 85	\$7,479 24	14,769 04	4,777 71	46
Camden	3	32,531 52	1,700	2,850 00				4,550 00	17,431 52	39
Cape May	3	4,769 05	1,775	238 75	71 00	66		2,165 41	3,013 65	44
Dover	3	4,784 72	1,625	3,700 00	1,178 12	19 06	6,113 55	11,750 73	10,888 97	56
East Orange	3	24,659 71	1,600	200 00				1,800 00	3,032 71	34
Elizabeth	3	5,612 65	1,500	405 00				1,905 00	3,012 65	41
Englewood	3	5,117 97	1,675					1,675 00	3,037 97	39
Freeland	3	3,659 31	1,455	206 00				1,655 00	2,224 31	46
Hackensack	3	3,931 50	1,300					1,300 00	2,225 50	46
Hackettstown	3	2,831 00	1,425	1,030 51			4,878 75	1,384 00	1,331 00	46
Hightstown	3	12,004 96	2,160	8,575 34	700 00	156 86	27,401 64	39,233 87	5,521 94	52
Jersey City	3	13,160 80	1,300					1,300 00	3,023 80	41
Key Port	3	2,160 80	1,300					1,300 00	869 80	56
Lambertville	3	4,855 25	1,675	200 00				1,875 00	2,880 25	39
Long Branch	3	4,880 13	1,675	450 00				2,060 00	2,860 13	42
Long Branch Village	3	2,704 83	1,425	400 00				1,404 00	1,294 83	48
Madison	3	2,571 15	1,425					1,425 00	1,146 15	45
Millville	3	2,704 20	1,450	400 00				2,250 00	2,254 20	47
Montclair	3	6,713 05	1,700	100 00				1,800 00	4,913 05	29
Montclair	3	9,635 40	1,775					1,775 00	7,860 40	43
Moorestown	3	13,993 35	2,210	1,900 00	672 30			4,782 30	9,211 05	37
Morrisstown	3	13,970 35	2,160					2,160 00	8,230 35	35
Mount Holly	3	180,741 89	2,325	16,000 00		49 52	31,311 28	50,658 78	80,056 21	38
Newark	3	2,731 07	2,825	2,000 00	1,015 00	5 50		6,815 50	12,202 57	33
New Brunswick	3	18,721 97	2,780	2,470 00				2,200 00	3,439 43	39
Newton	3	5,561 43	1,675	350 00				2,025 00	3,536 43	35
Ocean Grove	3	5,571 35	1,675	1,200 00	328 78			2,933 78	2,643 55	33
Orange Valley	3	11,823 13	2,425					1,500 00	2,104 88	43
Orange Valley	3	3,604 33	1,500	260 00				2,285 00	5,785 71	28
Parsippany	3	3,600 71	1,975	3,444 00	1,459 00	216 77	9,433 76	17,399 13	12,211 96	59
Paterson	3	29,010 99	2,825							
Perth Amboy	3	5,307 26	1,775	1,100 00				1,975 00	3,452 26	35

Phillipsburgh.	3	4,120 81	1,625	1,737 00	908 75	9 40	1,625 00	2,485 81	29
Plainfield.	2	17,100 50	2,575	1,286 71			5,230 15	11,980 35	30
Princeton.	2	8,014 57	2,025	1,267 71			3,311 71	4,702 86	41
Rahway.	2	9,845 15	2,225	968 00	365 00		3,578 00	6,267 15	36
Red Bank.	3	6,034 23	1,750	200 00			1,950 00	4,084 23	32
Rutherford.	3	4,061 05	1,550				1,550 00	2,501 05	38
Salem.	3	4,852 56	1,650				1,650 00	3,202 56	34
Somerville.	3	4,577 33	1,700				2,085 00	2,492 33	46
South Amboy.	3	2,476 70	1,200				1,200 00	1,276 70	48
South Orange.	3	2,884 64	1,425				1,425 00	1,409 64	50
Summit.	3	2,516 41	1,200				1,325 00	1,191 41	52
Tom's River.	3	2,137 63	1,175				1,175 00	982 63	54
Trenton.	1	51,816 52	3,000	8,134 81		88 31	19,680 32	32,136 20	38
Vineland.	3	6,769 05	1,900	200 00			2,100 00	4,669 05	31
Washington.	2	36,497 93	2,975	1,409 33	281 00	49 58	4,694 91	31,803 02	13
Weehawken.	3	5,697 43	1,625				1,625 00	4,072 43	29
Westfield.	3	2,699 14	1,300				1,300 00	1,399 14	48
Woodbury.	3	8,456 77	1,975	450 00			2,425 00	6,031 77	29
Total		692,481 01	109,725	64,381 58	9,449 52	656 04	279,307 74	413,173 27	40

\* In public building; no rent paid.  
NEW MEXICO.

Albuquerque.	2	\$10,911 43	\$2,175	\$1,000 00			\$3,175 00	\$7,736 43	29
Deming.	3	3,594 81	1,300	199 70			1,499 70	2,095 11	42
Las Vegas.	2	9,043 20	2,250	950 75	\$369 75		3,570 50	5,472 70	39
Raton.	3	2,696 04	1,450				1,450 00	1,246 04	54
Santa Fe.	2	7,434 71	2,125	1,800 00	235 00	\$4 50	4,154 50	3,280 21	56
Silver City.	3	5,849 58	1,800	892 50			2,692 50	3,247 08	44
Socorro.	3	4,410 30	1,600	333 52			1,933 52	2,476 78	44
Total		43,940 07	12,700	5,056 47	594 75	4 50	18,385 72	25,554 35	42

NEW YORK.

Adams.	3	\$2,702 90	\$1,325	\$250 00			\$1,575 00	\$1,127 90	58
Addison.	3	3,839 09	1,600	250 00			1,850 00	1,989 09	48
Albany.	1	153,703 82	3,450	37,223 78	\$3,369 57	\$943 56	74,551 26	84,153 56	47
Albion.	3	6,830 12	1,925	699 23	67 50		2,691 73	4,138 39	39
Alfred Centre.	3	2,380 03	1,200				1,200 00	1,180 03	60
Allegheny.	3	2,284 81	1,425				1,425 00	839 81	63
Amsterdam.	3	13,500 27	3,400			2 16	4,634 16	8,866 11	34
Angela.	2	2,705 42	1,375				1,375 00	1,330 42	51
Angolica.	3	2,436 89	1,325				1,325 00	1,111 89	54
Astoria.	3	3,506 21	1,500	150 00			1,650 00	1,856 21	30
Attica.	3	35,955 02	2,925	4,850 00	1,475 75	123 43	16,190 47	19,764 55	45

\* In public building; no rent paid for six months.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Arvon .....	3	\$2,418 85	\$1,300	\$400 00				\$1,700 00	\$718 85	70
Babylon .....	3	2,009 90	1,375					1,375 00	1,534 90	47
Bainbridge .....	3	2,377 60	1,075	150 00				1,225 00	1,152 60	51
Baldwinsville .....	3	4,000 81	1,925	100 00				1,025 00	1,152 60	40
Ballston .....	3	5,324 44	1,675	400 00				2,075 00	3,249 44	39
Batavia .....	2	12,537 25	2,450	1,875 27	\$853 00			5,178 27	7,358 98	41
Bath .....	2	8,613 22	2,100	915 50	500 00	\$7 00		3,522 50	5,090 72	41
Binghamton .....	1	40,626 02	3,000	5,652 00	1,226 38	55 35	\$4,769 80	14,703 53	25,922 49	36
Bolivar .....	3	4,116 26	1,650					1,650 00	2,466 26	40
Boonville .....	3	3,208 29	1,500	243 00				1,743 00	1,465 29	54
Brewster .....	3	7,723 31	1,400					1,400 00	1,323 31	51
Brooklyn .....	2	7,340 03	2,075	475 00	163 40			2,713 40	4,626 63	37
Brooklyn .....	2	350,124 25	3,850	54,164 96	9,964 78	2,319 44	132,450 64	147,374 53	147,374 53	58
Buffalo* .....	1	371,398 47	3,700	33,673 56		2,373 89	39,956 23	77,703 68	293,694 79	21
Cambridge .....	3	3,590 23	1,500					1,500 00	2,090 23	42
Camden .....	3	3,425 52	1,925					1,925 00	1,500 52	44
Canajoharie .....	3	5,345 61	1,550					1,550 00	3,795 61	29
Canandaigua* .....	2	10,603 83	2,275	1,800 00				4,075 00	6,528 83	38
Canastota .....	3	3,874 67	1,500					1,500 00	2,374 67	31
Canton .....	3	3,207 72	1,500	90 00				1,590 00	1,617 72	49
Canton .....	3	4,132 76	1,800	75 00				1,875 00	2,257 76	40
Carthage .....	2	3,535 69	1,550	500 00				2,050 00	1,485 69	58
Castile .....	2	2,128 95	1,125					1,125 00	1,003 95	53
Catskill .....	2	8,862 65	2,025	841 25				2,866 25	5,996 40	32
Cazenovia .....	3	3,529 27	1,600	200 00				1,800 00	2,003 27	40
Chatham .....	3	2,757 03	1,275	400 00				1,675 00	1,082 03	54
City Island .....	3	3,836 95	1,575					1,575 00	2,261 95	46
Clifton Springs .....	3	4,067 43	1,000	300 00				1,300 00	2,767 43	46
Clyde .....	3	4,332 83	1,925	184 63				1,824 63	2,508 20	42
Cohoes .....	3	3,410 07	1,575	180 00				1,755 00	1,655 07	51
Cohlekill .....	3	11,519 72	2,425	1,500 00	54 00			3,979 00	7,540 72	35
Cohoes .....	3	2,657 41	1,400	400 00				1,800 00	1,257 41	51
Cooperstown .....	2	5,779 29	1,700	1,050 00	857 50			3,607 50	2,171 79	53
Cornwall .....	3	10,567 89	2,350					2,350 00	8,217 89	36
Cornwall-on-the-Hudson .....	2	2,440 13	1,400					1,400 00	6,330 13	32
Cortland .....	2	11,079 50	2,225	1,000 00	700 00			3,925 00	8,054 50	52
Cortland .....	3	3,369 20	1,500	175 00				1,675 00	1,694 20	49
Coxsack .....	3	3,596 53	1,925	100 00				1,025 00	1,861 53	46
Cuba .....	3	7,649 25	1,875	432 50				2,307 50	5,341 75	30
Danville .....	3	3,953 66	1,500	243 00				1,743 00	2,210 66	44

\* In public building; no rent paid.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1894.—Continued.

## NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.
Lowville.....	3	84,456 85	\$1,550	\$284 00				\$1,824 00	\$2,622 85	41
Lyns.....	3	6,600 45	1,850					2,405 00	4,194 55	36
Malone.....	3	7,056 45	1,875	720 00	\$55 90			2,595 00	4,461 45	37
Malone.....	3	2,360 06	1,200					1,260 00	1,189 04	50
Mattawau.....	3	2,490 43	1,235	250 00				1,775 00	1,724 43	57
Mayville.....	3	2,188 49	1,250					1,250 00	938 49	57
Mayville.....	3	2,686 17	1,250	62 50		\$0 25		1,312 75	1,373 42	51
Mayville.....	3	6,529 83	1,800	68 00	168 75			2,036 75	4,492 56	31
Melrose.....	3	2,511 29	1,325					1,325 00	1,186 26	52
Middleton.....	2	14,413 31	2,325	1,750 00	1,000 00			5,075 00	9,338 31	35
Millerton.....	3	2,485 45	1,350					1,575 00	980 45	44
Monticello.....	3	2,241 07	1,175	162 00				1,337 00	904 07	59
Morris.....	3	2,656 36	1,400					1,400 00	1,256 36	53
Morristown.....	3	8,040 48	1,850	350 00				2,200 00	5,840 48	27
Mount Morris.....	3	8,383 55	1,550	400 00				1,950 00	6,433 55	33
Mount Vernon.....	3	7,668 69	1,925	412 50				2,337 50	5,331 19	30
Naples.....	3	1,955 86	1,200	200 00				1,400 00	5,355 86	72
Newark.....	3	7,458 79	1,950	385 00				2,345 00	5,113 79	31
New Brighton.....	3	4,071 40	1,525					1,525 00	2,546 40	37
Newburgh.....	3	25,098 22	2,750	5,400 00	1,736 31	13 12		9,880 43	15,218 79	39
Newburgh.....	3	2,919 55	1,250					1,250 00	1,669 55	43
New Rochelle.....	3	5,721 81	1,675	50 00				1,725 00	3,996 81	30
New York.....	1	2,295,814 73	8,000	804,000 45	30,228 65	37,757 21	\$543,748 14	1,423,734 45	2,872,080 23	123
Niagara Falls.....	3	6,801 51	1,800	1,134 00				2,934 00	3,867 51	43
Norwich.....	3	2,283 72	1,200		75 00			1,275 00	5,564 71	32
Nunda.....	3	5,783 58	1,725	150 00				1,875 00	3,908 58	33
Nyack.....	3	8,204 21	2,025	200 00				1,925 00	6,279 21	33
Ordenaburgh*.....	3	11,860 26	2,200	1,332 61				3,532 61	8,327 65	30
Olean.....	3	12,024 93	2,425	1,600 00	350 55	80 48		4,485 06	7,539 87	37
Oneida.....	3	10,880 92	2,275	1,200 00	497 26			3,973 26	6,907 66	36
Oneida.....	3	10,880 92	1,925	1,650 00	138 75			3,713 75	7,167 17	35
Oswego*.....	3	24,044 25	2,650	1,300 00	18 50	5,093 41		11,004 51	12,139 74	49
Oswego*.....	3	9,964 57	2,250	1,300 00	635 00	83 00		2,944 00	7,020 57	35
Oxford.....	3	2,774 79	1,350	116 67				1,466 67	1,308 12	42
Palmyra.....	3	7,432 24	1,950	452 50				2,402 50	4,929 74	32
Paschoe.....	3	3,094 48	1,375	84 00				1,459 00	1,635 48	47
Peekskill.....	3	7,998 64	2,075	750 00				2,825 00	5,173 64	36
Penn Yan.....	2	7,351 77	2,100	1,216 00	332 00	8 25		3,651 25	3,702 52	49
Perry.....	3	2,659 92	1,400					1,400 00	1,259 92	53
Phelps.....	3	2,594 81	1,300					1,400 00	1,294 81	50
Pittsburgh.....	3	10,112 43	2,175	391 66				3,066 66	7,045 77	30
Port Byron.....	3	2,167 00	1,100					1,100 00	1,067 00	50

Port Chester	3	5,625 97	1,700	100 00					1,800 00	3,825 97	82
Port Henry	2	2,899 08	1,500						1,500 00	1,399 08	50
Port Jervis	2	1,471 61	2,200	1,300 00	180 00				3,580 00	7,861 61	81
Port Richmond	3	3,182 01	1,000						1,000 00	2,182 01	31
Potsdam	3	6,006 28	1,750						1,750 00	4,256 28	29
Poughkeepsie	1	38,447 82	3,000	5,310 44	1,770 00				15,968 56	22,484 26	41
Pulaski	3	2,503 42	1,425	100 00					1,525 00	2,978 42	61
Randolph	3	2,091 91	1,400	112 50				5,752 20	1,612 50	1,579 41	49
Ravenwood	3	1,633 13	1,300						1,300 00	1,333 13	49
Red Hook	3	1,839 45	1,225						1,225 00	614 45	96
Rhinebeck	3	2,760 50	1,450	100 00					1,550 00	1,210 50	96
Richburg	3	2,233 11	1,450						1,450 00	783 11	65
Richfield Springs	3	4,632 15	1,575						1,575 00	2,777 15	40
Riverhead	3	3,962 23	1,500						1,500 00	2,062 23	42
Rochester	1	245,121 54	3,550	23,158 10	1,198 77	493 78	30,946 47		58,847 12	196,774 42	24
Rome	2	17,894 44	2,475	2,200 00	702 68				5,377 68	12,516 76	30
Rondout	2	10,785 31	2,300	1,125 00	479 03				3,904 03	6,881 28	36
Rouse's Point	3	1,065 05	1,025	300 00					1,325 00	340 05	90
Rye	3	2,444 06	1,000						1,000 00	1,444 06	41
Sag Harbor	3	3,369 24	1,500	87 50					1,500 00	2,059 24	42
Salamanca	3	4,833 94	1,700						1,700 00	3,133 94	35
Salem	3	2,901 90	1,800						1,800 00	1,101 90	50
Sandy Hill	3	2,234 20	1,500						1,500 00	784 20	45
Saratoga Springs	3	20,048 20	2,650	3,100 00	1,686 00	84 12			7,520 12	18,528 08	29
Saugerties	3	4,610 43	1,675	500 00					2,175 00	2,435 33	47
Schaghticoke	3	2,971 93	1,100						1,100 00	981 93	32
Schenectady	2	16,832 62	2,575	1,950 00	1,255 00	82 11			5,862 11	10,990 71	35
Schoharie	3	1,745 62	1,100						1,100 00	845 62	55
Seneca Falls	3	15,434 39	1,300						1,300 00	9,685 55	29
Sherburne	3	2,524 39	1,300	967 00	786 36	16 00			4,094 36	1,224 39	51
Silver Creek	3	2,130 30	1,575						1,575 00	1,965 52	46
Sing Sing	2	3,432 96	2,150						3,336 80	5,779 50	36
Slackcreek	3	4,324 08	1,025	720 00	485 00	1 80			1,625 00	1,887 85	45
Stapleton	3	4,824 24	1,625						1,625 00	2,729 98	37
Suspension Bridge*	3	12,423 23	1,900	1,710 00			16,151 57		3,260 00	1,569 24	68
Syracuse	3	2,433 38	3,300	14,465 82	4,378 33	339 98			36,635 80	83,969 43	31
Tarrytown	3	2,145 23	1,300	94 50					1,919 50	3,236 73	87
Ticonderoga	3	2,844 71	1,375						1,375 00	2,419 95	53
Tonawanda	1	97,780 13	3,225	14,319 52	3,546 25	719 49	20,495 57		42,306 23	50,483 90	45
Troy	3	2,744 13	1,425	149 76					1,824 76	2,419 95	43
Trumansburgh	3	3,010 90	1,300						1,425 00	1,585 90	47
Unadilla	3	2,044 87	1,300	8,800 00		53 41	10,780 11		1,300 00	844 87	56
Union Springs	3	6,331 22	1,300						22,783 52	41,047 70	63
Utica	3	2,331 76	1,300						1,200 00	1,031 76	54
Valden	3	2,754 70	1,375	150 00					1,525 00	1,231 70	55
Walton	3	2,453 40	1,575						1,500 00	1,183 40	56
Wappinger's Falls	3	2,828 77	1,575	324 00					1,899 00	2,930 77	39
Warsaw	3	2,709 44	1,500	100 00					1,500 00	1,291 40	54
Watford	3	2,190 44	1,450						1,450 00	649 44	38
Waterville	3	5,911 91	1,875	401 85	72 50	6 75			2,356 10	3,555 81	43

\* In public building; no rent paid. † Includes \$17,163.90 expenses of mail-bag repair depot.



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Watertown.....	2	\$23,874 32	\$2,650	\$3,331 74	\$1,408 34	\$180 20	\$4,136 40	\$11,656 68	\$12,217 64	49
Waterville.....	3	4,450 62	1,625	.....	.....	.....	.....	1,635 00	2,825 62	36
Watkins.....	3	4,550 92	1,725	243 00	.....	.....	.....	1,968 00	2,582 92	43
Waverly.....	3	7,338 06	2,050	370 61	475 00	.....	.....	2,895 61	4,442 45	39
Woodsport.....	3	3,490 51	1,500	.....	.....	.....	.....	1,500 00	1,990 51	31
Wallville.....	3	6,120 07	1,775	400 00	.....	.....	.....	2,175 00	3,945 07	35
West Chester.....	3	2,366 39	1,200	.....	.....	.....	.....	1,166 39	1,200 00	51
Westfield.....	3	8,856 81	1,625	150 00	.....	.....	.....	1,775 00	2,081 81	46
West New Brighton.....	3	7,660 48	1,675	.....	.....	.....	.....	1,675 00	5,985 48	22
West Troy.....	3	3,035 88	1,400	.....	.....	.....	.....	1,400 00	1,635 88	46
White Plains.....	3	4,301 59	1,900	.....	.....	.....	.....	1,900 00	4,784 07	28
White Plains.....	3	4,824 90	1,600	200 00	.....	.....	.....	1,600 00	2,701 59	37
Wolcott.....	3	2,190 03	1,200	.....	.....	.....	.....	1,200 00	2,924 90	39
Yonkers.....	2	20,205 69	2,650	2,514 50	708 00	35 68	3,480 83	9,389 11	10,816 58	46
Total.....	.....	7,033,955 30	377,775	1,104,096 57	85,485 87	49,633 03	855,493 42	2,472,433 89	4,561,521 41	35

## NORTH CAROLINA.

Asheville.....	3	\$7,134 37	\$1,750	\$1,050 00	.....	.....	.....	\$2,800 00	\$4,334 37	39
Charlotte.....	2	15,083 06	2,475	1,700 00	\$405 00	\$5 55	.....	4,585 55	10,497 51	30
Concord.....	2	2,288 40	1,275	1,100 00	.....	.....	.....	1,375 00	913 40	60
Durham.....	3	4,922 09	1,600	50 00	.....	.....	.....	1,650 00	3,272 09	34
Elizabeth City.....	3	2,428 88	1,350	100 00	.....	.....	.....	1,450 00	978 88	60
Fayetteville.....	3	4,411 27	1,600	500 00	.....	.....	.....	2,100 00	2,811 27	48
Goldensboro.....	3	6,788 23	1,775	860 00	.....	.....	.....	2,635 00	4,153 23	39
Greensborough.....	3	6,901 68	1,875	750 00	.....	.....	.....	2,625 00	4,276 68	38
New Bern.....	3	4,552 99	1,875	766 66	.....	.....	.....	2,641 66	1,911 33	58
Raleigh.....	2	21,535 21	2,650	4,000 00	.....	35 90	.....	1,825 00	14,849 81	31
Reidsville.....	2	2,582 07	1,175	150 00	.....	.....	.....	1,325 00	1,257 07	51
Salisbury.....	3	3,780 13	1,500	600 00	.....	.....	.....	2,100 00	1,680 13	56
Statesville.....	3	3,462 88	1,375	350 00	.....	.....	.....	1,725 00	1,737 88	50
Tarboro.....	3	3,820 57	1,525	270 00	.....	.....	.....	1,795 00	1,525 57	44
Washington.....	3	2,513 05	1,200	.....	.....	.....	.....	1,200 00	1,313 05	58
Wilmington.....	2	21,764 71	2,625	4,120 00	2,627 90	70 88	\$4,030 00	13,473 78	8,290 98	62
Wileon.....	3	3,265 49	1,500	90 00	.....	.....	.....	1,500 00	1,705 49	48
Winston.....	3	6,281 18	1,675	580 00	.....	.....	.....	2,265 00	4,016 18	36
Total.....	.....	123,065 76	20,800	10,046 66	3,032 90	112 33	4,030 00	54,021 89	69,043 87	44

\* In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

OHIO—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Gartsville.....	3	\$2,324 11	\$1,150	\$80 00		\$0 50		\$1,150 50	\$1,173 61	50
Geneva.....	3	4,324 86	1,675					1,765 00	2,559 86	40
Granville.....	3	2,604 91	1,300					1,300 00	1,304 91	50
Greenfield.....	3	2,927 68	1,400	100 00				1,500 00	1,427 68	50
Greenville.....	3	5,502 00	1,800	700 00				2,500 00	3,002 00	45
Hamilton.....	2	14,620 51	2,575	3,070 50	\$602 73	56 15		6,304 38	8,316 13	48
Hicksville.....	3	2,276 06	1,200					1,200 00	1,076 06	50
Hillsborough.....	3	5,933 85	1,850	585 50	46 25			2,461 75	3,472 10	42
Hiram.....	3	2,155 56	1,075					1,075 00	1,080 56	48
Hudson.....	3	2,359 54	1,350					1,350 00	1,069 54	56
Ironton.....	3	7,000 30	2,100	1,116 06	300 00	2 15		3,518 81	4,081 49	46
Jackson.....	3	4,125 20	1,700	500 00				2,200 00	1,925 20	53
Jefferson.....	3	2,898 45	1,400	200 00				1,600 00	1,298 45	54
Kent.....	3	3,690 43	1,600	100 00				1,700 00	2,000 43	40
Kenton.....	3	6,674 30	1,875	100 00				1,975 00	4,699 30	29
Lancaster.....	2	8,275 78	2,050	1,050 00				3,100 00	5,175 78	36
Lebanon.....	3	6,067 76	1,900	400 00				2,300 00	3,767 76	38
Leetonia.....	3	2,373 65	1,300					1,300 00	1,073 65	50
Lima.....	2	14,241 08	2,525	1,766 66	610 00	17 01		4,918 67	9,322 41	27
Loan.....	3	4,062 58	1,625	133 15				1,758 15	2,324 43	42
London.....	3	4,297 96	1,700	200 00				1,900 00	2,397 96	44
Lorain.....	3	2,601 27	1,300	100 00				1,400 00	1,201 27	54
Loudonville.....	3	1,951 83	1,050					1,050 00	901 83	50
Manchester.....	2	24,910 48	2,650	2,278 00	985 00		\$3,658 49	9,571 49	15,368 99	38
Marblehead.....	3	9,564 85	2,300	1,375 00	446 23	0 65		4,137 88	5,426 97	43
Marion.....	3	6,818 94	1,775	500 00				2,275 00	4,543 94	23
Martin's Ferry.....	3	2,765 80	1,275	75 00				1,350 00	1,405 80	50
Marysville.....	3	4,052 15	1,625	200 00				1,825 00	2,227 15	45
Massillon.....	2	10,231 96	2,225	1,216 76	397 58			3,839 34	6,392 62	37
Mechanicsburgh.....	2	2,925 57	1,300	37 50				1,337 50	1,588 07	45
Medina.....	3	4,343 46	1,500	200 00				1,700 00	2,643 46	40
Miamisburg.....	3	2,453 24	1,200					1,200 00	1,253 24	49
Middleport.....	3	2,639 90	1,325	300 00				1,325 00	1,314 90	50
Middletown.....	3	8,914 16	1,900					2,200 00	6,714 16	24
Millersburgh.....	3	2,800 08	1,425					1,425 00	1,375 08	50
Mount Gilead.....	3	2,490 66	1,300					1,300 00	1,190 66	52
Mount Vernon.....	2	10,272 89	2,225	1,202 50	635 00	49 29		4,161 73	6,071 10	40
Napoleon.....	2	2,899 28	1,450					1,450 00	1,440 28	50
National Military Home.....	3	3,547 01	1,500					1,500 00	2,047 01	45
Nelsonville.....	3	2,703 08	1,375					1,375 00	1,368 08	60
Newark.....	3	14,021 14	2,400	1,508 00	508 00			4,500 00	10,116 14	30
New Lexington.....	2	1,404 00	1,100					1,100 00	791 00	58

New Lisbon.....	3,974 26	1,525	300 00	.....	1,825 00	2,149 26	45
New Philadelphia.....	5,116 17	1,700	50 00	.....	1,750 00	3,368 17	34
Niles.....	2,466 88	1,450	.....	.....	1,450 00	1,016 88	38
Norwalk.....	10,434 10	2,322	1,167 87	606 00	4,188 87	6,205 23	40
Oberlin.....	9,063 59	2,175	1,092 00	305 20	3,652 20	5,421 39	40
Oberlin.....	2,123 57	1,175	.....	.....	1,175 00	963 57	35
Ottawa.....	2,281 68	1,200	40 00	.....	1,400 00	681 58	71
Oxford.....	3,356 80	1,500	.....	.....	1,500 00	1,856 80	41
Painesville.....	11,813 73	2,825	1,443 75	254 00	4,022 75	7,790 98	34
Piquette.....	9,386 97	2,300	1,277 60	560 00	4,157 60	5,229 47	43
Portway.....	3,968 08	1,655	1,200 00	.....	1,825 00	2,163 08	55
Portsmouth.....	12,769 92	2,450	1,400 00	356 83	4,072 83	8,637 37	36
Ravenna.....	6,029 09	1,800	720 00	.....	2,520 00	3,509 09	41
Richwood.....	1,932 10	1,125	.....	.....	1,125 00	807 10	38
Ripley.....	2,566 44	1,400	.....	.....	1,400 00	1,166 44	55
Saint Clairsville.....	2,101 61	1,125	180 00	.....	1,305 00	1,708 61	92
Salem.....	10,920 83	2,200	100 00	.....	1,300 00	1,149 51	53
Sandusky.....	18,448 25	2,575	650 00	.....	2,890 00	8,070 83	96
Sidney.....	7,183 69	1,825	3,400 00	.....	9,834 24	8,504 01	52
Springfield.....	56,206 88	1,925	900 00	125 00	2,950 00	1,068 69	47
Steubenville.....	13,671 89	2,375	6,166 68	1,968 80	19,091 28	4,411 06	40
Tiffin.....	10,319 36	2,275	1,000 00	1,200 00	4,575 90	9,096 80	33
Toledo.....	123,634 83	3,325	1,167 50	508 25	4,870 75	6,348 61	39
Troy.....	8,467 88	2,525	18,492 13	4,372 96	43,642 81	70,991 72	35
Urbana.....	2,978 61	1,725	850 00	450 00	3,852 65	5,635 31	39
Upper Sandusky.....	4,978 61	1,300	102 00	.....	1,402 00	1,154 88	56
Van Wert.....	2,847 12	1,200	1,450 00	110 00	1,955 00	2,853 61	40
Wapakoneta.....	5,900 10	1,875	500 00	.....	3,890 00	6,057 12	30
Warren.....	3,770 85	1,525	400 00	.....	2,375 00	4,225 10	36
Washington C. H.....	10,713 20	2,225	444 00	629 08	1,925 00	2,245 95	61
Wauseon.....	7,397 24	2,225	844 00	.....	3,669 08	7,024 12	34
Waverly.....	1,323 87	1,075	675 00	462 50	3,212 50	4,164 74	43
Wellington.....	5,683 80	1,100	200 00	.....	1,325 00	1,908 87	44
Wellsville.....	4,153 82	1,750	200 00	.....	2,020 00	565 07	70
Westerville.....	2,159 01	1,275	100 00	.....	1,600 00	3,943 30	34
West Liberty.....	2,359 14	1,425	50 00	.....	1,375 00	2,555 62	38
Willoughby.....	2,362 75	1,175	90 00	.....	1,475 00	1,064 61	56
Wilmington.....	4,449 79	1,675	161 40	.....	1,265 00	1,097 75	53
Wooster.....	10,410 07	2,300	1,160 00	501 87	1,836 40	2,913 39	41
Xenia.....	11,947 31	2,250	1,357 75	451 00	3,964 87	7,889 50	38
Youngstown.....	21,886 67	2,650	2,700 00	1,200 00	4,038 75	10,404 24	52
Zanesville.....	27,689 97	2,650	3,000 00	908 57	10,477 53	12,212 44	46
Total.....	2,095,646 92	246,375	279,038 78	32,436 60	746,569 60	1,309,077 32	33

\* In public building; no treat paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## OREGON.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.
Albany.....	3	\$3,673 79	\$1,600	\$350 00				\$1,850 00	\$1,723 79	53
Astoria.....	3	7,105 19	1,525	550 00				2,575 00	4,530 19	33
Baker City.....	3	3,102 20	1,375	332 50				1,721 50	1,374 70	56
Corvallis.....	3	2,851 94	1,425	221 50				1,646 50	1,205 44	51
East Portland.....	3	3,665 31	1,375	512 50				1,887 50	1,777 81	51
Eugene City.....	3	3,003 71	1,375					1,753 00	1,628 71	46
Oregon City.....	3	2,446 15	1,350	50 00				1,400 00	1,016 15	57
Pendleton.....	3	4,302 09	1,325	510 00				1,835 00	2,557 09	42
Portland.....	3	75,222 88	3,150	10,300 00		\$156 45	\$6,389 18	19,845 53	55,227 25	27
Roseburg.....	1	2,065 40	1,125	200 00		50		1,325 50	53,739 50	64
Salmon.....	3	9,312 55	2,200	1,248 00	\$489 00			3,977 00	5,375 55	42
The Dalles.....	3	5,676 62	1,775	800 00		40 75		2,615 75	3,060 87	46
<b>Total</b> .....		<b>122,517 83</b>	<b>19,900</b>	<b>15,094 50</b>	<b>529 75</b>	<b>156 95</b>	<b>6,389 18</b>	<b>42,070 38</b>	<b>80,447 45</b>	<b>34</b>

\* In public building; no rent paid.

## PENNSYLVANIA.

Allegheny.....	2	\$39,017 22	\$2,800	\$4,307 15	\$1,200 00	\$20 10	\$15,043 25	\$23,659 50	\$15,357 72	61
Allentown.....	2	21,477 97	2,675	3,093 00	684 63	28 30	4,798 00	11,185 93	10,292 04	52
Altoona.....	2	18,531 84	2,650	2,540 36	1,091 04	7 50	4,343 88	10,632 78	7,699 06	57
Ashland.....	3	4,054 05	1,575					1,575 00	2,479 05	30
Athens.....	3	3,479 82	1,475	300 00				1,775 00	1,704 82	51
Beaver.....	3	2,129 36	1,250					1,250 00	1,497 36	59
Beaver Falls.....	3	8,310 71	1,925	350 00				2,275 00	6,035 71	27
Bedford.....	3	4,300 36	1,600	182 00				1,782 00	2,518 36	41
Bellefonte.....	3	7,508 91	1,850	285 00	125 50			2,260 50	5,148 41	31
Berwick.....	3	2,488 55	1,325					1,325 00	1,163 55	53
Bethlehem.....	3	11,010 09	2,275	1,500 00	460 00			4,235 00	6,775 09	38
Blairsville.....	2	2,824 80	1,275					1,275 00	1,099 80	56
Blumshurg.....	3	4,028 75	1,675	213 00				1,888 00	2,140 75	46
Bradford.....	3	4,967 06	1,600					1,600 00	3,367 06	32
Bradford.....	2	20,012 11	2,750	2,550 00	800 00			6,100 00	19,012 11	23
Bristol.....	3	4,779 15	1,075	180 00				1,255 00	2,624 15	30
Brookville.....	3	4,490 50	1,600	450 00				2,050 00	2,440 50	45
Brownsville.....	3	8,130 42	1,525					1,525 00	1,605 42	40
Butler.....	3	5,076 09	1,700	875 00				2,575 00	2,501 09	41
Canton.....	3	2,477 70	1,200					1,200 00	1,277 70	46
Lock Haven.....	3	11,190 07	2,225	1,061 25	428 15	60 50		3,783 90	7,316 17	24
McKeesport.....	2	0,081 77	2,075	000 00	516 00			3,570 00	6,511 77	39

Carbonate	3	4,841 36	1,725	450 00			2,125 00	2,716 36	44
Carlisle	3	9,639 09	2,250	1,318 58			3,508 58	6,240 51	37
Catsauqua	3	3,119 57	1,600				1,500 00	1,619 57	46
Chambersburgh	3	9,998 82	2,225	1,900 00	1 35		3,713 50	9,249 32	37
Chester	3	13,753 79	2,350	1,200 00	323 15		4,670 00	9,063 79	34
Clarton	3	2,620 50	1,300	162 00			1,402 00	1,338 50	32
Clearfield	3	4,534 40	1,575	50 00			1,035 00	2,890 40	36
Coatesville	3	4,441 46	1,775	200 00			1,375 00	2,460 46	44
Columbia	3	7,253 47	1,900	1,000 00			2,000 00	4,353 47	40
Conneautville	3	5,049 37	1,700	425 00			2,125 00	2,924 37	42
Conneautville	3	2,180 09	1,075	33 33			1,108 33	1,071 06	51
Coudersport	3	7,939 82	1,400	200 00			1,000 00	1,339 82	54
Corry	3	10,162 39	2,325	1,560 00	405 00	3 00	4,383 00	3,869 39	53
Coudersport	3	3,329 67	1,200	162 00		1 05	1,363 05	3,960 52	59
Curtisville	3	3,040 50	1,275	250 00			1,325 00	1,513 50	50
Danville	3	7,857 63	1,900	404 00	450 00		2,754 00	3,103 63	52
Downingtown	3	7,414 71	1,175	200 00			1,375 00	1,039 71	57
Doylstown	3	4,081 76	1,600	300 00			1,900 00	2,181 76	57
Du Bois	3	4,823 54	1,575	150 00			1,725 00	3,098 54	50
Duke Centre	3	1,668 48	1,250				1,250 00	410 48	75
Easton	3	21,576 39	2,650	2,562 00	1,373 70	124 04	12,910 03	8,666 39	40
Ebensburgh	3	2,065 94	1,175	90 00			1,175 00	794 98	57
Eminton	3	2,025 56	1,150				1,240 00	783 56	61
Emporium	3	2,339 51	1,200				1,200 00	1,130 51	52
Erie	3	38,918 82	2,900	6,000 00	322 00	189 14	17,579 07	21,339 75	45
Franklin	3	10,157 87	2,225	1,400 00	400 00	22 00	2,173 00	6,010 87	62
Freeport	3	2,249 89	1,175	900 00			2,530 00	1,971 89	58
Gettysburgh	3	4,424 79	1,775	700 00			1,100 00	1,115 77	59
Greencastle	3	2,215 77	1,100				2,475 00	1,104 54	35
Greensburg	3	6,579 54	1,850	400 00			2,750 00	4,127 54	47
Greenville	3	6,423 51	1,850	700 00			1,775 50	2,327 51	43
Hanover	3	4,109 78	1,600	172 50	22 05	27 00	2,313 04	2,313 86	34
Harrisburg	3	45,824 90	3,150	10,979 21	286 00		2,860 00	5,853 00	34
Hazleton	3	8,810 00	2,100	600 00			2,000 00	7,873 79	30
Holiday*burgh	3	4,439 43	1,700	700 00			2,170 00	1,891 58	30
Honesdale	3	6,343 76	1,875	470 00	125 00	75	2,712 50	7,158 04	32
Houtzdale	3	3,534 56	1,575	137 33			3,525 50	3,739 72	39
Huntington	3	10,421 54	2,125	950 00	167 50	53 00	1,394 00	3,205 22	39
Indiana	3	6,092 72	1,750	600 00			1,500 00	1,513 59	52
Irwin* Station	3	2,865 20	1,400	100 00			1,394 00	1,513 59	47
Jersey Shore	3	2,838 58	1,325				1,325 00	6,990 20	32
Johnstown	3	13,248 29	2,500	1,200 00	408 00		1,450 00	8,443 85	73
Kendall Creek	3	1,642 85	1,350	100 00			1,450 00	1,500 46	49
Kittanning	3	2,950 46	1,300	200 00			1,375 00	3,136 46	37
Kittanning	3	5,011 28	1,675	3,825 00	1,870 00	17 00	14,514 40	29,177 89	40
Lancaster	3	36,682 29	2,825	3,825 00			1,875 00	1,040 08	51
Laporte	3	3,349 06	1,500	200 00			1,700 00	7,780 06	44
Lebanon	3	12,066 49	2,825	1,240 40	728 97	33 00	2,591 23	3,292 01	44
Lewisburgh	3	5,883 29	1,850	593 75	138 53	9 00	2,591 23	3,547 78	38
Lewistown	3	5,722 78	1,775	400 00			2,175 00		

\*In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

## PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Mahanoy City	3	\$25,109 14	\$1,800	\$150 82				\$1,950 82	\$3,188 32	38
Mandeford	3	2,415 77	1,200	135 00				1,335 00	1,080 77	45
Martinez	3	2,826 94	1,375	100 00				1,475 00	1,351 94	52
Marsh Creek	3	6,727 55	1,825	200 00				2,025 00	4,702 55	31
Meriden	3	16,487 30	2,500	3,050 00	\$810 00	\$45 00		6,235 00	10,252 30	38
Mechanicburgh	3	5,501 80	1,725	300 00				2,025 00	3,476 80	37
Mella	3	5,115 70	1,600					1,600 00	3,515 70	31
Merritt	3	4,342 45	1,725	400 00				2,125 00	2,217 45	49
Middletown	3	3,854 91	1,500					1,500 00	2,354 91	39
Millersburg	3	2,199 34	1,125	250 00				1,375 00	824 34	63
Milton	3	5,748 34	1,700					1,700 00	4,048 34	30
Minersville	3	2,027 45	1,125					1,125 00	959 45	57
Monongahela City	3	2,399 55	1,200	243 00				1,368 00	1,039 55	55
Monroeville	3	4,763 74	1,675	720 00				2,395 00	2,368 74	50
Mount Carmel	3	2,401 59	1,000	100 00				1,100 00	1,401 59	41
Mount Joy	3	2,547 81	1,325					1,325 00	1,222 81	52
Mount Pleasant	3	3,820 02	1,600	25 00				1,625 00	2,195 02	42
Muncy	3	3,024 54	1,450					1,450 00	1,574 54	48
Nanticoke	3	2,268 38	1,025					1,025 00	1,243 38	45
New Brighton	3	4,498 18	1,700	2,500 00	673 00	15 00		5,463 00	6,410 50	46
New Castle	3	11,873 56	2,275	300 00				1,625 00	1,020 84	61
Newport	2	2,645 88	1,325	1,188 00	756 00			4,168 00	7,986 90	34
Norristown	2	12,156 96	2,225					1,225 00	774 38	60
North London	3	2,009 38	1,225					1,225 00	1,514 48	50
North East	3	3,039 48	1,525					1,525 00	7,701 03	41
Northumberland	3	13,074 83	2,400	1,991 06	1,065 00			5,456 06	7,618 17	42
Oil City	2	13,074 83	2,400					1,580 15	1,640 81	78
Oxford	3	3,220 96	1,400	180 00				1,700 00	1,445 94	102
Parkers Landing	3	2,145 94	1,300	400 00				1,700 00		
Parkville	3	1,504 08 77	1,025	754 46				1,779 46	898,472 10	43
Philadelphia	1	5,068 77	5,500	266,710 45	5,998 91	6,585 48	\$385,402 83	670,197 07		
Phillipsburg	3	6,145 37	1,650	99 78				1,749 78	3,305 59	34
Pittsburgh	3	6,772 37	1,750	231 00				1,981 00	4,791 37	30
Pittsburgh	1	334,161 57	8,825	57,968 60	135 43	940 58	43,356 58	106,126 10	228,035 38	32
Titusburg	2	9,999 22	2,300	950 00	440 00			3,690 00	6,309 22	37
Trenton	3	1,703 51	1,150	100 00				1,250 00	453 51	73
Pleasantville	3	4,531 52	1,700					1,700 00	2,831 52	38
Plymouth	3	7,276 06	1,875	350 00				2,225 00	6,051 06	31
Pottsville	3	14,574 40	2,425	2,100 00	645 00	13 64	8,423 92	8,608 16	6,908 24	35
Pottsville	2	4,378 30	2,925	6,400 00	1,306 25	4 60	10,744 36	21,380 13	10,998 26	51
Reading	3	3,706 46	1,560					1,550 00	2,156 46	41

Reynoldsville.....	3	2,745 36	1,400						1,400 00	1,345 36	51
Ridgway.....	3	3,944 62	1,925						1,925 00	2,419 62	40
Rochester.....	3	2,813 74	1,375			90 00			1,465 00	1,348 74	52
Saint Mary's.....	3	1,994 16	1,075						1,075 00	919 16	54
Saltisbury.....	3	2,009 83	1,075						1,075 00	934 83	53
Schuykill Haven.....	3	1,819 05	1,100			100 00			1,200 00	619 05	66
Scottdale.....	3	2,853 83	1,425						1,425 00	1,428 83	50
Scranton.....	3	36,423 68	2,850						15,348 84	21,074 84	42
Se-lin's Grove.....	3	2,137 46	1,350						1,350 00	847 46	61
Shamokin.....	3	6,367 98	1,750			100 00			1,850 00	4,517 98	29
Sharon.....	3	7,909 92	2,050			475 00			2,773 00	5,036 92	35
Sheffield.....	3	1,951 43	1,325						1,325 00	626 43	68
Shenandoah.....	3	5,311 64	1,700			250 00			1,700 00	3,611 64	32
Shippensburg.....	3	3,744 63	1,525						1,775 00	1,969 63	47
Slatington.....	3	2,210 08	1,100						1,100 00	1,130 08	49
Somerset.....	3	3,416 31	1,400			200 00			1,600 00	1,816 31	47
South Bethlehem.....	3	4,259 51	1,575			150 00			1,725 00	2,534 51	41
Steelton.....	3	3,188 19	1,250						1,250 00	1,938 19	39
Stroudsburg.....	3	3,643 23	1,575			162 00			1,737 00	1,906 23	48
Sunbury.....	3	5,613 14	1,750			187 50			2,143 75	3,469 39	29
Susquehanna.....	3	4,174 89	1,650						1,650 00	2,524 89	38
Tamaqua.....	3	3,087 81	1,450						1,450 00	1,637 81	47
Tidionte.....	3	3,045 68	1,475						1,880 00	1,165 68	61
Titusville.....	3	18,060 03	2,500			983 05			5,618 05	10,441 98	35
Towanda.....	2	8,742 86	2,050			864 50		8 25	3,622 75	5,120 11	41
Troy.....	3	3,233 39	1,425						1,425 00	1,808 39	44
Tunkhannock.....	3	3,138 10	1,500			200 00			1,700 00	1,438 10	54
Tyrone.....	3	7,012 79	1,925			662 50			2,639 43	4,373 36	37
Union City.....	3	3,350 66	1,525						1,525 00	1,825 66	45
Uniontown.....	3	5,625 73	1,775			533 33			2,308 33	3,317 40	41
Warren.....	2	17,185 48	2,475			767 50		5 00	4,537 50	12,657 98	26
Washington.....	3	2,873 60	1,300						2,750 00	5,040 91	35
Watsontown.....	3	7,790 91	1,900			860 00			1,445 00	1,438 00	50
Waynesborough.....	3	6,998 56	1,650			45 00			1,650 00	5,348 56	23
Waynesburgh.....	3	3,050 72	1,475			500 00			1,975 00	1,075 72	64
Wellaborough.....	3	4,511 27	1,650			300 00			1,950 00	2,561 27	43
West Chester.....	2	14,180 90	2,275			1,800 00			4,075 00	10,085 90	28
West Grove.....	3	6,309 52	1,850			550 00			2,400 00	3,909 52	38
West Newton.....	3	2,558 94	1,200						1,200 00	1,358 94	28
White Haven.....	3	2,194 55	1,175						1,175 00	1,019 55	53
Wilkes Barre.....	3	24,708 65	2,775			3,000 00		6 00	12,150 00	12,648 65	49
Williamsport.....	2	30,028 35	2,850			3,024 00		65 45	11,897 77	18,328 58	48
York.....	2	23,301 11	2,700			2,500 00		12 00	9,163 68	13,437 43	32
Total.....	22	3,035,264 83	273,800			436,831 62		31,188 75	1,264,607 62	1,770,699 54	41

\* In public building; no rent paid for central office.

† In public building; no rent paid.



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

## RHODE ISLAND.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Bristol*.....	3	\$4,922 84	\$1,725	\$400 00		\$0 85		\$1,725 00	\$3,197 84	35
Central Falls.....	3	5,218 73	1,775					2,175 85	3,042 88	42
East Greenwich.....	3	4,228 08	1,625					1,625 00	2,603 08	39
Lonsdale.....	2	2,634 20	1,225					1,225 00	1,409 20	47
Newport.....	2	27,984 77	2,750	3,935 00		48 43	\$5,325 04	12,058 47	15,926 30	43
Olneyville.....	3	4,800 01	1,700	150 00				1,850 00	3,010 01	38
Pawtucket.....	2	19,957 81	2,700	2,814 00	\$1,412 00	54 59	4,391 61	11,812 20	8,145 61	57
Providence*.....	1	182,868 05	3,475	24,731 66		701 36	35,852 14	64,760 16	118,107 89	35
Warren.....	3	2,907 68	1,450					1,450 00	1,457 68	50
Westerly.....	2	9,507 46	2,225		611 90			3,711 90	5,795 56	39
Woonsocket.....	2	11,848 38	2,425	1,225 00				4,170 00	7,678 38	35
Total.....		276,908 01	23,075	34,130 66	2,543 90	835 23	45,978 79	106,563 58	170,404 43	38

\* In public building; no rent paid.

## SOUTH CAROLINA.

Aiken.....	3	\$3,764 32	\$1,625	\$76 00				\$1,701 00	\$2,063 32	42
Anderson C. H.....	3	2,974 69	1,400					1,400 00	1,574 69	48
Beaufort.....	3	3,128 59	1,450	75 00				1,525 00	1,603 59	49
Camden.....	3	2,585 45	1,425	83 15				1,508 15	1,077 30	58
Charleston*.....	1	66,540 05	3,225	10,600 00		\$127 37	\$9,226 83	23,179 20	43,360 85	35
Chester C. H.....	3	3,263 17	1,500	100 00				1,600 00	1,663 17	49
Columbia*.....	2	17,077 72	2,450	2,500 00				4,950 00	12,127 72	29
Florence.....	3	2,446 59	1,075					1,175 00	1,273 59	48
Georgetown.....	3	2,221 89	1,175					1,175 00	1,046 89	53
Greenville C. H.....	3	8,177 24	1,975	225 00				2,500 00	5,677 24	31
Newberry C. H.....	3	4,186 99	1,650	281 00				1,931 00	2,255 99	46
Orangeburg C. H.....	3	2,702 16	1,400	100 00				1,500 00	1,202 16	54
Spartanburgh C. H.....	3	5,920 58	1,925	561 00	\$87 50			2,573 50	3,347 08	43
Sumter C. H.....	3	4,079 49	1,625	283 16				1,908 16	2,171 33	47
Union.....	3	1,947 93	1,200	225 00		60		1,425 60	522 33	73
Winnsborough.....	3	2,549 65	1,300	76 00				1,376 00	1,173 65	54
Total.....		133,573 51	26,400	15,585 31	87 50	127 97	9,226 83	51,427 61	82,145 90	38

\* In public building; no rent paid.

## TENNESSEE.

3	Bristol	\$5,311 02	\$1,575 00	\$400 00	\$0 25	\$1,975 25	\$3,335 77	37
3	Brownsville	31,805 94	1,550 00	325 00		1,875 00	712 04	72
3	Chattanooga	31,805 94	2,650 00	4,213 00	\$486 93	10,543 71	21,041 16	33
3	Clarksville	8,567 33	1,950 00	733 00	181 21	2,785 50	5,781 83	33
3	Cleveland	2,867 37	1,200 00	275 00	85 50	1,475 00	912 37	61
3	Columbia	6,330 80	1,765 17	803 32		2,588 49	3,742 40	40
3	Dyersburgh	1,848 18	1,125 00			1,125 00	741 18	60
3	Fayetteville	2,380 80	1,225 00	150 00		1,375 80	1,005 80	57
3	Franklin	2,588 16	1,300 00	200 00		1,500 00	1,088 10	58
3	Gallatin	2,968 68	1,500 00	270 00		1,770 00	1,198 08	60
3	Jackson	6,733 78	1,975 00	860 00		2,843 00	3,888 78	42
3	Knoxville	35,570 26	2,825 00	4,400 00		11,360 40	24,209 86	31
3	Lebanon	3,566 25	1,525 00	600 00		2,125 00	1,441 25	30
3	McMinnville	2,338 00	1,125 00	206 00		1,331 00	1,267 00	52
3	Memphis	80,494 94	3,225 00	13,392 09	148 89	31,102 70	49,392 24	39
3	Marionborough	4,434 04	1,700 00	550 00		2,250 00	2,184 04	51
3	Nashville*	97,253 59	3,225 00	16,943 47	142 95	33,939 36	63,294 23	35
3	Paris	2,356 30	1,225 00	250 00		1,475 00	881 30	63
3	Pulaski	3,421 08	1,600 00	243 00		1,843 00	1,578 08	54
3	Shelbyville	3,302 71	1,500 00	405 00		1,905 00	1,397 71	57
3	Trenton	2,080 90	1,200 00	117 00		1,200 00	1,860 90	58
3	Tullahoma	2,969 52	1,100 00			1,217 00	1,152 52	51
3	Union City	4,564 70	1,375 00	242 67		1,617 67	2,947 03	35
3	Winchester	2,113 50	1,025 00			1,025 00	1,088 50	49
	Total	317,393 76	40,485 17	45,613 55	4,011 48	122,279 08	195,114 68	39

\* In public building; no rent paid.

## TEXAS.

3	Abilene*	\$25,522 16	\$3,000 00	\$7,926 72	\$112 45	\$14,174 87	\$24,347 39	37
3	Amarillo	3,406 13	1,550 00	350 00		1,900 00	1,597 43	53
3	Beaumont	5,408 72	1,775 00	457 38		2,232 88	3,173 84	41
3	Belt	3,385 25	1,500 00	150 00	75	1,650 75	1,734 50	40
3	Bonham	2,120 23	1,125 00	100 00		1,225 00	1,393 23	58
3	Brackville	6,662 59	1,075 00	1,000 00		2,020 00	3,672 59	45
3	Brenham	2,887 27	1,075 00	350 00	\$45 00	2,028 25	1,532 02	55
3	Brownsville	4,594 04	1,700 00	300 00	3 25	2,040 00	2,396 04	44
3	Bryan	2,500 74	1,000 00	145 52		1,146 02	1,354 72	46
3	Calnet	2,748 98	1,350 00	234 00	50	1,350 00	1,834 98	49
3	Chattville	5,120 98	1,775 00	425 00		2,200 00	1,011 32	62
3	Chihuahua	6,164 53	1,600 00			2,900 00	2,934 53	43
3	Colorado	2,570 05	1,300 00	161 66		1,600 00	4,544 53	20
3	Columbus					1,401 66	1,108 30	57

\* Returns for second quarter, 1884, are delinquent.

In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.  
TEXAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Corpus Christi.	3	\$4,588 45	\$1,875	\$575 00				\$2,450 00	\$2,138 45	53
Corpus Christi.	3	6,900 58	2,000	900 00	\$4 60			2,904 60	4,004 98	42
Cuero.	2	1,450	1,450	200 00				1,650 00	4,004 98	42
Dallas.	1	44,215 67	3,000	7,198 17	267 00	\$529 71	\$5,201 40	16,226 28	27,989 39	37
Decatur.	3	3,476 83	1,400	299 69				1,699 69	1,777 14	49
Denison City.	2	10,458 51	2,175	1,650 00	240 00			4,065 00	6,301 51	38
Denton.	3	4,149 77	1,500	100 00				1,750 00	2,399 77	42
El Paso.	3	2,455 91	1,150	100 00				1,250 00	1,205 91	51
El Paso.	3	8,798 21	2,000	1,318 00	695 35	43 57		4,056 92	4,739 29	46
Ennis.	3	3,235 45	1,475	200 00				1,675 00	1,560 45	52
Fort Worth.	2	26,606 83	2,725	4,000 00	263 72			7,018 72	19,588 11	26
Galveston.	2	71,732 10	3,225	530 00	48 80			2,603 80	5,198 30	33
Galveston.	3	71,548 72	3,225	10,240 00		172 60	7,276 43	20,954 03	50,594 69	29
Georgetown.	1	3,492 90	1,500	90 00		7 30		1,597 30	1,895 69	46
Greenland.	3	3,395 17	1,250	231 00				1,481 00	1,914 17	62
Greenville.	3	3,727 01	1,500	291 62				1,791 62	1,935 39	48
Hempstead.	3	3,010 71	1,375	200 00				1,575 00	1,435 71	52
Henderson.	3	2,124 62	1,225	225 00				1,450 00	1,674 62	68
Hendricks.	3	2,738 38	1,300	268 30		25		1,566 58	1,171 83	57
Houston.	1	41,581 80	3,075	9,100 00	1,304 20	184 05	6,266 97	19,830 22	21,631 58	48
Houston.	3	2,232 60	1,525	162 00				1,687 00	1,943 71	46
Houston.	3	3,630 71	1,525	162 00				1,687 00	1,943 71	46
Jefferson.	3	4,232 60	1,775	500 00				2,275 00	1,957 60	54
La Grange.	3	1,870 03	1,125	500 00				1,625 00	245 03	87
Lampasas.	3	5,650 61	1,575	350 00				1,925 00	3,724 61	34
Laredo.	3	7,399 82	1,925	1,208 00		15 15		3,148 15	4,251 77	42
Louisville.	3	4,057 41	1,600	300 00				1,900 00	2,157 41	45
Louisville.	3	8,883 37	1,550					1,550 00	2,838 37	38
McKinney.	3	2,100 81	1,225					1,225 00	2,875 81	59
Marlin.	3	3,100 81	1,225					1,225 00	4,311 21	44
Marshall.	3	7,016 21	2,150	1,305 00	50 00			3,505 00	4,517 03	55
Mexia.	3	3,073 03	1,500	200 00				1,700 00	1,373 03	55
Mitola.	3	2,032 28	1,150	270 00				1,420 00	612 28	70
Mitola.	3	2,927 52	1,325	321 50		25		1,646 75	1,280 80	66
Nacato.	3	2,315 05	1,200	49 41	818 00			1,949 41	1,066 24	54
Orange.	3	11,209 60	2,325	1,500 00				2,993 00	7,316 60	36
Palestine.	3	7,106 20	1,900	660 83				2,580 83	4,525 46	35
Paris.	3	2,706 88	1,325					1,487 00	1,219 88	55
Rockdale.	3	33,800 17	2,925	0,675 00	1,271 55	382 52	5,114 42	16,348 49	16,931 68	49
San Antonio.	3	2,747 46	1,200	100 00				1,400 00	1,347 46	50
San Marcos.	3	11,027 93	2,250	1,700 00	333 50			4,288 50	7,344 43	37
Sherman.	3	2,432 60	1,175			1 00		1,176 00	1,256 60	48
Sulphur Springs.	3	3,208 40	1,825	100 00				1,425 00	1,783 40	44

\* In public building; no rent paid.

Torrell.....	3	4, 118 46	1, 625	385 00			2, 010 00	2, 108 46	49
Tyler.....	3	5, 824 88	1, 850	300 00			2, 150 00	3, 734 88	37
Victoria.....	3	4, 205 74	1, 575	500 00			2, 075 00	2, 180 74	49
Waco.....	2	17, 831 84	2, 575	3, 205 50		700 00	6, 484 75	11, 437 08	86
Waxbachle*.....	8	5, 849 77	1, 775	450 00			3, 226 00	3, 124 77	43
Weatherford.....	3	1, 934 63	1, 125	100 00			1, 225 00	709 63	64
Will's Point.....									
Total.....		510, 495 95	104, 525	70, 340 80	5, 001 72	1, 417 60	26, 064 92	301, 376 91	41

UTAH.

Logan.....	3	\$2, 366 60	\$1, 275	\$180 00			\$1, 455 00	\$011 00	61
Ogden City.....	2	13, 111 20	2, 325	3, 000 00	\$300 00		5, 625 00	7, 446 26	42
Park City.....	3	3, 668 78	1, 575	133 33			1, 708 33	1, 868 45	48
Provo City.....	3	2, 273 20	1, 075				1, 075 00	1, 198 20	47
Salt Lake City.....	1	37, 806 81	3, 000	7, 400 00	1, 887 25	\$112 73	12, 399 98	25, 406 83	33
Silver Reef.....	3	1, 239 85	1, 050				1, 050 00	209 85	83
Total.....		60, 384 50	10, 300	10, 713 33	2, 187 25	112 73	22, 313 31	37, 071 19	38

VERMONT.

Barre.....	3	\$3, 041 34	\$1, 375	\$720 00			\$1, 375 00	\$1, 666 34	45
Bellows Falls.....	3	6, 644 07	1, 875	125 00			2, 585 00	4, 049 07	39
Bennington.....	3	5, 102 49	1, 800				1, 925 00	2, 177 49	37
Bradford.....	3	4, 424 39	1, 475				1, 475 00	2, 949 39	23
Brandon.....	3	3, 419 56	1, 550	200 00			1, 750 00	1, 669 56	51
Brattleborough.....	2	14, 626 44	2, 400	1, 850 00	\$113 82		4, 683 82	9, 962 62	31
Burlington.....	2	23, 700 13	2, 650	3, 300 00			10, 313 09	13, 387 04	43
Fair Haven.....	3	3, 293 81	1, 400				1, 400 00	1, 393 81	43
Ludlow.....	3	2, 129 73	1, 200				1, 200 00	929 73	56
Middlebury.....	3	4, 635 47	1, 725	312 50			2, 037 50	2, 397 97	41
Montpelier.....	2	11, 457 75	2, 375	1, 600 00	831 95	14 20	4, 841 15	6, 816 60	43
Newport.....	3	2, 835 30	1, 250				1, 250 00	1, 565 30	43
Northfield.....	3	2, 620 82	1, 300				1, 300 00	1, 220 82	52
Poultney.....	3	2, 680 71	1, 425				1, 425 00	1, 455 71	49
Rutland.....	2	17, 131 51	2, 475	3, 449 38		33 91	6, 958 29	11, 173 22	35
Saint Albans.....	2	9, 280 39	2, 175	1, 300 00	871 65		4, 348 65	4, 913 74	47
Saint Johnsbury.....	2	9, 369 23	2, 175	1, 020 00	500 00	4 81	3, 690 84	5, 669 39	39
Springfield.....	3	3, 404 09	1, 525				1, 525 00	1, 879 09	45
Swanton.....	3	2, 203 60	1, 200	90 00			1, 290 00	1, 003 60	56
Vergennes.....	3	3, 760 20	1, 575	243 00			1, 818 00	1, 942 20	48
Waterbury.....	3	2, 245 26	1, 350				1, 350 00	885 26	61
West Randolph.....	3	3, 566 64	1, 475	200 00			1, 475 00	1, 871 64	47
White River Junction.....	3	2, 404 91	1, 150	500 00			1, 650 00	754 91	69

\* In public building; no rent paid.

\* Returns from January 1 to January 23, 1894, are delinquent.



## WASHINGTON TERRITORY.

Colefax.....	3	\$4,009 54	\$1,475	\$375 00	.....	\$1,750 00	\$2,250 54	44
Dayton.....	3	3,755 70	1,400	390 98	.....	1,799 98	1,935 72	48
Olympia.....	3	4,300 63	1,550	700 00	.....	2,250 00	2,050 63	52
Seattle.....	2	15,983 71	2,250	2,185 00	\$26 25	4,920 25	11,063 46	31
Spokane Falls.....	3	5,839 68	1,400	475 00	.....	1,875 00	4,064 68	32
Vancouver.....	3	2,649 16	1,175	200 00	.....	1,375 00	1,274 16	52
Walla Walla.....	2	10,564 74	2,425	1,350 00	480 00	4,235 00	6,369 74	40
Total.....		47,203 16	11,075	5,534 98	989 00	18,225 23	22,977 83	38

## WEST VIRGINIA.

Charleston.....	3	\$8,775 60	\$2,075	\$1,062 50	.....	\$3,137 85	\$5,637 75	36
Clarks town.....	3	3,835 23	1,575	200 00	.....	1,775 50	2,059 73	46
Carksburg.....	3	4,380 41	1,675	436 83	.....	2,111 83	2,268 94	48
Fairmont.....	3	2,430 57	1,300	400 00	.....	1,700 00	730 57	70
Grafton.....	3	3,128 32	1,475	174 06	.....	1,049 66	1,478 66	53
Huntington.....	3	4,971 80	1,725	460 30	.....	2,191 30	2,780 60	44
Martinsburg.....	3	6,080 38	1,750	453 75	.....	2,203 75	3,876 63	36
Moundsville.....	3	12,447 02	1,175	2,600 00	.....	1,175 00	1,272 02	48
Parkersburg.....	3	2,304 10	2,225	50 00	1 25	4,826 25	7,377 85	40
Petersburg.....	3	2,691 07	1,400	.....	.....	1,450 00	1,241 67	54
Wheeling.....	3	2,665 42	1,200	.....	.....	1,200 00	1,435 42	61
.....	3	2,374 21	1,275	162 00	.....	1,437 00	827 21	61
Wheeling.....	1	41,507 35	5,000	10,000 00	84 80	20,919 45	20,857 90	50
Total.....		97,492 18	21,850	16,006 04	86 96	45,777 59	51,714 60	47

\* In public building; no rent paid.

## WISCONSIN.

Appleton.....	2	\$13,752 26	\$2,400	\$1,500 00	\$774 97	\$4,679 22	\$9,073 04	35
Ashland.....	3	4,593 95	1,475	62 50	.....	1,537 50	3,056 45	83
Augusta.....	3	2,253 77	1,200	.....	.....	1,200 00	1,035 77	54
Barraboo.....	3	6,192 46	1,800	449 32	.....	2,249 32	3,943 14	36
Beaver Dam.....	3	4,856 76	1,775	200 00	76 25	2,051 25	2,805 51	42
Beloit.....	2	10,847 78	2,400	1,000 00	753 00	4,153 00	6,694 78	38
Berlin.....	3	4,985 27	1,750	162 00	.....	1,912 00	3,073 27	38
Black River Falls.....	3	3,864 66	1,650	350 00	.....	2,000 00	1,844 66	52
Boscobel.....	3	2,737 99	1,430	100 00	.....	1,530 00	1,187 99	56
Broadhead.....	3	2,227 52	1,200	100 00	.....	1,300 00	1,227 52	67
Burlington.....	3	2,213 22	1,200	.....	.....	1,200 00	1,013 22	54
Chippewa Falls.....	2	9,346 48	2,075	1,208 75	356 00	3,639 75	5,706 73	39

No. 10.—(Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continue

WISCONSIN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Clinton.....	3	\$2,280 12	\$1,375	\$100 00				\$1,475 00	\$905 12	64
Columbus.....	3	2,298 21	1,150					1,148 00	1,476 31	50
Cumberland.....	3	2,298 21	1,175					1,175 00	1,223 44	47
Darlington.....	3	2,400 88	1,150					1,150 00	1,437 88	50
De Pere.....	3	2,402 70	1,125					1,125 00	1,907 70	44
De Pere.....	3	2,822 32	1,125					1,125 00	1,237 93	50
De Pere.....	3	2,125 47	1,125	33 33				1,158 33	967 14	51
De Pere.....	3	2,309 19	2,475	2,850 00	\$1,805 00	\$45 00		6,075 00	13,034 12	22
Elkhorn.....	3	2,355 19	1,175					1,175 00	1,180 19	50
Elkhorn.....	3	2,844 67	1,400					1,400 00	1,244 67	53
Evansville.....	3	2,667 56	1,800					1,800 00	1,967 56	53
Evansville.....	3		(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)
Fond du Lac.....	3	4,278 56	1,925	200 00				1,225 00	2,353 56	45
Port Koshong.....	3	2,419 34	1,125	900 00				2,100 00	519 34	80
Port Koshong.....	3	2,419 34	1,175	125 00				1,300 00	819 34	60
Grand Rapids.....	3	2,549 56	2,425	1,425 00				4,175 00	5,382 56	43
Green Bay.....	3	4,771 45	1,800	1,162 00	417 00			4,162 00	2,009 45	37
Hudson.....	3	3,189 13	2,500	2,792 12	1,211 28			6,303 40	10,965 73	31
Jefferson.....	3	2,898 50	1,925					1,925 00	2,173 50	48
Jefferson.....	3	2,502 26	1,925	500 00	67 25			2,512 25	3,985 01	38
Kilbuck.....	3	1,800 81	1,075					1,075 00	915 81	54
Kilbuck City.....	3	2,800 26	2,565	3,312 50	1,763 08	50 80		7,808 38	10,184 86	32
La Crosse.....	3	2,800 26	1,625	176 00				1,601 00	1,998 21	44
Lake Geneva.....	3	2,833 25	1,400	180 00				1,580 00	1,303 25	54
Madison.....	3	2,833 25	2,775	6,000 00				12,804 21	12,057 02	51
Manitowish.....	3	2,473 46	1,400	324 00			\$3,514 66	2,224 00	4,240 86	34
Manitowish.....	3	6,174 81	1,825					1,825 00	4,348 81	30
Manitowish.....	3	2,052 03	1,925	550 00				2,475 00	926 31	56
Manitowish.....	3	4,707 32	1,675	482 00				2,158 00	362 03	68
Manitowish.....	3	4,170 35	1,600	150 00				1,750 00	2,420 35	44
Marquette.....	3	2,429 05	2,475	35,780 00				78,729 87	165,900 06	32
Marquette.....	3	2,228 25	1,550	111 00	968 46	819 02	37,467 39	1,601 00	1,367 25	51
Marquette.....	3	4,129 88	1,650	271 50				1,922 50	2,008 38	42
Marquette.....	3	6,052 19	1,675	300 00	36 75			2,211 75	8,841 43	34
Marquette.....	3	2,401 06	1,925	200 00				1,740 00	1,046 02	47
Marquette.....	3	2,549 82	1,900	22 50				1,947 80	1,274 46	51
New London.....	3	1,957 51	1,000					1,000 00	1,967 51	47
New Richmond.....	3	2,578 12	1,625	300 00				1,925 00	1,768 12	51
North La Crosse.....	3	2,915 63	1,650	200 00				1,850 00	2,905 63	47

\* In public building; no rent paid.

Omro.....	3	1,836 23	1,100	76 00	1,618 50	.....	1,176 00	680 23	64
Oshkosh.....	2	20,879 42	2,700	3,600 00	.....	.....	12,751 30	8,128 03	61
Platteville.....	3	2,549 69	1,575	90 00	.....	4,832 80	1,065 00	1,884 69	46
Portage.....	3	5,454 38	1,800	498 25	100 00	.....	2,389 25	3,065 13	44
Prairie du Chien.....	2	2,954 42	1,450	450 00	.....	.....	1,900 00	1,054 42	04
Racine.....	2	23,420 01	2,850	3,327 73	1,426 01	25 00	11,907 71	13,512 30	40
Reedburgh.....	3	2,845 55	1,350	.....	.....	.....	1,350 00	1,491 65	40
Richland Centre.....	3	2,591 21	1,200	76 00	.....	.....	1,276 00	1,313 21	45
Ripon.....	3	5,486 21	1,850	375 00	48 50	.....	2,473 50	3,022 71	45
Sheboygan.....	3	3,285 86	1,500	775 00	.....	.....	1,500 00	1,785 86	45
Sheboygan Falls.....	3	2,309 17	2,025	.....	.....	.....	3,475 00	4,834 17	41
Shullsburg.....	3	5,025 72	1,225	500 00	.....	.....	1,225 00	1,064 92	33
Shullsburg.....	3	5,025 72	1,750	300 00	.....	.....	2,250 00	2,775 72	44
Shullsburg.....	3	6,461 43	1,850	500 00	.....	.....	2,150 00	4,311 43	33
Stoughton.....	3	3,148 69	1,450	200 00	.....	.....	1,450 00	1,088 69	46
Stoughton Bay.....	3	2,076 80	1,100	.....	.....	.....	1,300 00	1,776 80	62
Superior.....	3	2,225 24	1,225	.....	.....	.....	1,225 00	1,000 24	55
Tonah.....	3	2,509 32	1,325	125 00	.....	.....	1,450 00	1,050 32	57
Viroqua.....	3	2,237 06	1,175	.....	.....	.....	1,337 00	900 06	59
Watertown.....	2	7,732 66	2,050	1,262 00	.....	.....	3,897 22	3,835 44	50
Wausau.....	3	8,007 27	2,000	792 12	643 00	4 22	2,917 12	5,090 15	36
Wausau.....	3	2,724 82	1,375	102 00	125 00	.....	1,187 82	1,187 82	03
Wausau.....	3	3,568 65	1,600	.....	.....	.....	1,600 00	1,966 65	45
Wausau.....	3	8,483 39	1,925	650 00	51 35	.....	2,626 35	5,867 04	31
White Water.....	3	6,718 61	1,925	400 00	.....	.....	2,325 00	4,393 61	34
Total.....		671,067 31	127,775	76,577 02	12,466 40	962 84	267,875 77	403,101 54	40

## WYOMING.

Cheyenne City.....	2	\$15,286 70	\$2,500	\$2,350 00	\$720 95	.....	\$5,579 95	\$9,706 75	36
Evansville.....	3	3,244 64	1,530	.....	.....	.....	1,530 00	1,034 64	48
Laramie City.....	3	6,845 77	1,900	300 54	100 00	.....	2,309 54	3,940 23	38
Rawlins.....	3	3,025 77	1,375	.....	.....	.....	1,375 00	1,650 77	45
Total.....		27,902 88	7,325	2,758 54	820 05	.....	10,904 49	16,998 39	39

\* Account not adjusted.



No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1884.

## DOMESTIC.

States and Territories.	Balance from last year.	Orders issued.			Orders paid.		Orders repaid.	
		No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama .....	\$22,817 26	126,052	\$2,188,771 02	\$16,231 33	58,196	\$1,086,707 74	1,011	\$13,634 81
Arizona .....	14,105 81	18,896	532,597 49	3,210 25	4,211	153,509 53	200	7,182 26
Arkansas .....	27,473 88	116,944	2,337,815 88	16,388 94	51,631	1,112,091 46	1,255	18,383 57
California .....	62,277 47	310,277	5,491,489 51	40,340 05	254,503	5,770,957 74	2,237	37,290 78
Colorado .....	51,140 84	138,383	2,478,673 62	17,931 91	75,180	1,621,173 71	1,120	21,694 63
Connecticut .....	6,622 26	93,852	1,278,000 20	10,574 53	107,210	1,326,136 79	561	6,803 58
Dakota .....	14,778 30	64,008	982,727 99	7,679 84	25,646	620,637 47	623	10,226 89
Delaware .....	1,421 41	12,006	165,148 88	1,885 29	7,800	116,057 61	76	1,038 67
Dist. Columbia .....	4,131 38	33,689	567,483 52	4,172 97	70,385	819,193 68	238	3,474 07
Florida .....	18,437 11	63,894	1,217,749 66	8,614 48	32,501	769,670 69	672	14,853 44
Georgia .....	26,249 77	150,230	2,489,449 89	18,827 87	123,140	2,149,077 72	1,172	15,531 51
Idaho .....	17,253 48	24,968	689,434 25	4,217 82	5,115	211,758 39	209	4,244 11
Illinois .....	97,858 13	643,799	8,691,696 33	72,666 61	963,990	12,074,723 49	4,895	67,619 01
Indiana .....	28,573 27	321,988	4,161,752 42	35,663 51	241,181	3,644,989 26	2,359	26,967 38
Indian Ter. ....	906 34	6,573	168,268 58	1,000 92	805	18,452 80	52	830 92
Iowa .....	54,817 64	438,203	5,683,766 50	48,862 33	312,670	4,833,370 47	3,281	40,642 62
Kansas .....	44,703 57	385,251	5,619,325 67	45,493 90	189,330	3,582,436 09	4,443	48,899 72
Kentucky .....	12,362 02	121,590	1,780,876 42	14,392 59	147,258	2,575,450 75	1,003	11,703 06
Louisiana .....	96,171 91	110,773	2,581,274 87	16,810 82	119,082	2,576,762 35	843	18,639 30
Maine .....	14,330 18	82,652	1,399,613 54	10,374 54	83,179	1,403,623 37	414	6,212 06
Maryland .....	7,234 85	65,389	1,021,320 14	7,879 26	105,535	1,881,158 23	436	7,846 60
Massachusetts .....	25,295 43	221,161	3,246,244 84	25,746 38	435,607	4,747,266 20	1,228	19,112 57
Michigan .....	48,212 23	370,338	5,193,416 16	42,440 05	285,686	4,415,538 26	2,762	34,774 94
Minnesota .....	27,468 51	191,548	2,710,609 79	22,201 96	128,111	2,211,769 78	1,514	20,435 33
Mississippi .....	28,570 56	144,733	2,531,213 01	18,857 38	48,639	821,337 85	1,144	14,195 51
Missouri .....	107,448 22	340,304	4,947,654 33	39,922 64	468,371	8,274,533 10	2,898	39,695 45
Montana .....	25,070 94	34,373	769,699 54	5,121 43	8,815	258,743 85	324	6,775 23
Nebraska .....	34,088 36	158,725	2,225,750 24	18,317 41	85,603	1,647,175 15	1,493	20,620 57
Nevada .....	9,447 34	39,810	952,609 70	6,125 95	9,391	257,564 04	236	5,362 74
N. Hampshire .....	4,780 00	48,592	665,260 81	5,479 75	34,864	577,734 72	245	2,837 55
New Jersey .....	8,677 76	84,581	1,307,897 34	10,154 87	72,670	1,594,765 19	527	6,920 41
New Mexico .....	12,094 86	23,059	414,859 77	2,983 00	6,773	163,154 80	197	3,859 06
New York .....	53,844 77	524,635	8,047,193 38	62,507 98	1,259,887	15,407,768 52	3,741	62,783 64
North Carolina .....	21,065 88	116,485	1,937,558 68	14,705 15	52,548	923,947 98	861	10,424 19
Ohio .....	49,760 20	487,680	6,162,171 25	53,313 22	563,417	7,701,097 90	3,385	40,936 49
Oregon .....	100,279 66	85,190	2,050,495 21	13,304 89	48,475	1,451,995 64	744	17,340 07
Pennsylvania .....	53,637 15	388,664	5,605,863 59	45,114 32	477,519	6,406,927 42	2,617	38,884 40
Rhode Island .....	3,239 63	31,197	441,563 83	3,586 36	21,741	346,635 66	164	1,931 55
South Carolina .....	20,437 44	86,173	1,390,889 64	10,665 68	40,001	680,504 21	554	7,117 11
Tennessee .....	28,546 96	145,557	2,555,315 15	18,896 70	134,786	2,638,848 64	1,092	15,187 48
Texas .....	119,724 89	417,303	8,376,790 30	58,285 48	228,152	5,281,526 42	3,835	59,544 34
Utah .....	26,327 12	22,912	451,062 44	3,139 93	24,960	384,146 78	143	2,207 00
Vermont .....	5,228 61	48,360	640,571 88	5,406 58	36,297	569,363 18	301	4,004 80
Virginia .....	22,313 71	102,057	1,544,959 51	12,224 29	80,099	1,536,872 44	730	8,776 85
Washington .....	15,238 32	48,619	1,142,203 74	7,472 01	17,202	570,661 03	482	9,796 34
West Virginia .....	7,278 39	44,509	631,901 89	5,157 28	21,811	367,679 38	278	3,220 11
Wisconsin .....	45,599 53	282,511	4,327,001 64	33,924 46	199,165	3,386,129 35	1,895	26,673 10
Wyoming .....	5,921 61	17,204	323,367 92	2,290 88	8,978	88,100 20	134	2,648 53
Total .....	1,533,894 86	7,835,694	122,121,261 98	950,065 79	7,781,716	121,101,697 03	60,659	869,385 77

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

## POSTAL NOTE.

States and Territories.	Postal notes issued.			Postal notes paid.		Postal notes re-paid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama	39,690	\$84,875 07	\$1,217 25	14,488	\$33,942 45	510	\$1,048 78
Arizona	5,602	12,856 45	168 09	721	1,841 97	103	262 68
Arkansas	40,420	81,129 23	1,204 71	13,970	31,401 89	594	1,198 07
California	96,130	207,380 85	2,885 70	68,093	160,239 31	1,244	2,731 81
Colorado	41,502	87,094 33	1,245 27	18,703	43,444 05	589	1,282 00
Connecticut	52,548	101,542 47	1,571 55	75,776	115,132 29	597	1,158 90
Dakota	37,827	76,312 39	1,186 37	8,157	17,053 04	580	1,127 62
Delaware	7,044	14,056 60	211 47	2,846	6,684 65	63	1,131 36
District of Columbia	14,055	32,795 75	447 60	42,982	72,841 59	275	575 73
Florida	23,796	47,263 06	684 51	9,446	20,532 87	341	664 20
Georgia	55,006	119,837 03	1,685 04	38,148	86,803 10	833	1,833 18
Idaho	5,080	10,971 13	156 96	989	2,421 98	67	141 88
Illinois	295,755	594,329 00	8,881 02	488,919	976,506 56	3,005	7,716 79
Indiana	150,226	303,581 69	4,508 79	86,480	189,529 51	1,845	3,631 94
Indian Territory	3,068	6,545 49	90 27	295	692 60	43	97 30
Iowa	279,461	565,796 68	8,744 67	137,687	298,111 76	3,746	7,396 11
Kansas	186,604	382,217 29	5,603 98	85,609	143,732 36	2,792	5,555 29
Kentucky	38,014	75,844 00	1,141 41	47,493	95,717 09	486	949 27
Louisiana	22,538	46,875 01	676 62	37,075	77,740 84	347	843 33
Maine	49,273	97,425 18	1,479 42	37,730	72,759 06	412	756 97
Maryland	35,180	74,144 13	1,064 69	40,052	90,993 89	413	810 63
Massachusetts	119,059	287,512 85	3,579 36	94,691	504,141 16	1,640	3,252 03
Michigan	104,111	395,856 27	5,827 48	128,458	273,086 87	2,253	4,953 11
Minnesota	90,471	177,764 48	2,716 04	48,877	106,871 78	1,277	2,483 35
Mississippi	42,427	85,701 76	1,275 15	12,081	27,791 03	529	1,100 64
Missouri	142,703	287,814 42	4,315 50	140,250	365,424 33	2,090	4,083 89
Montana	15,175	32,488 20	454 44	3,130	7,494 13	249	545 29
Nebraska	97,285	191,182 49	2,920 59	35,447	78,858 21	1,375	2,840 30
Nevada	9,152	20,806 08	274 77	1,615	4,126 64	102	216 55
New Hampshire	40,117	80,906 79	1,266 54	17,953	39,906 66	396	791 02
New Jersey	40,020	76,656 28	1,200 99	28,701	56,961 94	487	940 93
New Mexico	8,678	19,689 94	260 16	1,916	4,541 54	125	265 19
New York	307,320	626,975 19	9,227 85	753,484	1,420,882 25	4,085	8,276 94
North Carolina	53,553	112,529 08	1,606 89	20,734	48,151 27	766	1,668 41
Ohio	278,999	563,670 72	8,873 81	294,453	587,679 13	3,231	6,520 60
Oregon	24,069	48,359 31	722 70	10,266	23,875 91	339	747 07
Pennsylvania	272,407	487,486 46	7,277 68	258,376	523,441 24	3,442	7,442 80
Rhode Island	14,338	28,946 96	430 08	9,007	20,402 71	275	575 33
South Carolina	30,504	60,344 62	915 45	12,794	31,142 74	390	871 14
Tennessee	44,310	89,524 67	1,330 83	34,201	74,437 06	519	997 84
Texas	109,589	218,077 11	3,269 94	49,999	110,390 42	1,787	3,449 60
Utah	7,407	16,250 36	222 30	3,199	7,410 44	78	203 98
Vermont	43,045	86,453 11	1,292 22	21,184	44,100 71	461	929 85
Virginia	50,614	103,872 33	1,520 10	29,310	66,878 38	599	1,253 95
Washington Territory	14,043	28,510 51	421 59	3,706	8,593 38	274	605 12
West Virginia	24,710	49,370 18	741 57	8,360	19,270 79	313	663 97
Wisconsin	130,040	267,265 35	3,905 94	70,760	159,914 76	1,455	2,962 16
Wyoming	5,582	11,604 16	167 52	1,118	2,630 61	53	121 84
Total	3,680,237	7,411,992 48	110,282 88	3,350,314	7,155,379 52	48,102	98,746 42

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

## INTERNATIONAL.

States and Territories.	Orders issued.			Orders paid.		Orders repaid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama.....	1,328	\$28,568 18	\$537 85	175	\$4,984 57	3	\$60 00
Arizona.....	496	12,264 31	242 90	44	1,740 00	3	24 15
Arkansas.....	687	10,809 10	216 20	510	15,688 18	2	69 25
California.....	20,167	405,115 79	8,087 05	7,341	200,148 65	75	1,314 79
Colorado.....	10,905	271,344 85	6,192 60	907	26,640 11	48	1,005 31
Connecticut.....	12,381	171,987 68	4,115 10	4,008	50,555 84	52	907 73
Dakota.....	2,084	44,288 58	980 20	1,626	56,980 14	11	186 40
Delaware.....	1,086	16,837 48	387 50	1,664	3,438 12	5	31 58
District of Columbia.....	2,618	41,470 51	905 25	1,487	19,513 98	6	138 32
Florida.....	840	19,678 41	381 40	294	7,194 20	5	79 26
Georgia.....	1,919	43,033 82	839 10	236	5,639 94	10	141 86
Idaho.....	447	12,609 04	250 40	71	2,767 48	3	52 06
Illinois.....	47,633	774,064 54	16,356 30	15,497	329,206 35	207	3,415 52
Indiana.....	5,935	82,321 47	1,816 70	2,045	49,444 70	32	500 22
Indian Ter.....							
Iowa.....	5,918	82,865 20	1,888 10	3,350	106,953 33	43	678 21
Kansas.....	2,880	42,058 62	974 55	1,255	38,061 35	30	473 45
Kentucky.....	2,874	46,395 85	980 15	773	18,340 15	10	109 19
Louisiana.....	5,677	131,972 03	2,292 10	1,111	24,692 50	18	291 69
Maine.....	4,424	84,914 87	1,772 75	3,195	47,043 02	13	255 22
Maryland.....	6,014	87,637 56	1,907 80	1,835	38,246 35	27	275 31
Massachusetts.....	41,791	642,037 49	14,772 30	15,343	235,922 90	187	1,821 39
Michigan.....	18,064	291,720 50	6,294 75	8,707	199,181 24	141	1,883 92
Minnesota.....	7,891	144,495 64	2,924 50	4,511	141,944 86	50	1,016 01
Mississippi.....	831	6,887 78	136 25	69	1,882 16	6	45 34
Missouri.....	12,468	228,518 60	4,704 55	3,924	103,634 50	49	689 62
Montana.....	3,110	79,721 80	1,710 70	1,098	7,035 23	6	81 57
Nebraska.....	2,332	85,728 99	744 20	1,651	57,616 11	15	163 02
Nevada.....	1,248	27,370 36	575 80	116	3,848 69	6	140 99
New Hampshire.....	2,613	32,981 60	867 85	464	7,979 96	10	185 30
New Jersey.....	21,797	292,257 15	7,087 25	5,000	108,859 98	98	1,477 82
New Mexico.....	282	6,886 07	131 65	60	2,100 71	3	49 00
New York.....	117,793	1,735,337 26	39,332 85	56,940	881,001 51	489	6,595 77
North Carolina.....	740	18,803 12	347 40	113	2,684 07	131	1,613 94
Ohio.....	24,856	362,483 18	8,296 10	7,578	163,197 84	15	420 31
Oregon.....	3,003	71,392 14	1,368 85	1,080	80,956 99	149	1,973 52
Pennsylvania.....	46,640	700,549 42	16,621 65	12,611	228,883 14	19	570 00
Rhode Island.....	6,458	89,649 75	2,318 55	1,182	21,921 96	6	40 06
South Carolina.....	909	27,064 72	509 15	107	2,531 18	9	170 48
Tennessee.....	1,888	82,291 79	701 45	292	7,040 14	52	1,276 62
Texas.....	6,211	122,240 18	2,432 50	2,235	70,771 88	11	163 64
Utah.....	1,647	23,301 17	626 40	156	7,460 42	6	85 06
Vermont.....	1,058	25,806 68	638 85	704	13,616 48	9	163 30
Virginia.....	1,855	34,151 64	727 05	539	11,609 10	12	299 12
Washington Territory.....	1,855	82,943 96	612 80	498	4,996 98	3	36 00
West Virginia.....	843	11,447 45	279 20	202	165,948 00	121	2,650 88
Wisconsin.....	12,280	188,198 55	3,811 05	5,171	1,655 05	1	7 28
Wyoming.....	787	16,277 80	392 20	50			
Total.....	478,148	7,688,776 58	170,102 35	175,350	3,587,539 23	2,157	33,624 04

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	No. of certificates of deposit.	Deposits received from postmasters.	Drafts on postmasters at New York, N. Y.	Transferred from postage fund.	Gain.	Premium.	Balance due postmaster.
Alabama	8,584	\$1,101,052 07	\$87,105 00	\$8,230 19	\$32 48		\$365 11
Arizona		8,180 00					2 65
Arkansas	8,757	1,100,818 00	90,065 00	2,093 58	1 67	\$21 30	26 23
California	17,195	3,963,688 36	18,000 00	56,897 25	1 60		134 70
Colorado	7,222	1,444,380 00	26,403 00	7,070 23	3 43		48 81
Connecticut	4,211	425,505 00	121,399 00	9,648 72	100 00		354 39
Dakota	914	104,597 97	102,775 00	19,132 27		40	410 21
Delaware			6,125 00	1,569 44			4 99
District of Columbia	4,211	1,481,314 86					
Florida	1,982	240,071 00	25,039 75	2,179 98			349 89
Georgia	19,352	2,043,678 28	250,870 00	2,159 55			263 69
Idaho	227	74,710 00	1,855 00	477 16			
Illinois	70,976	8,777,122 53	1,209,730 97	88,323 94	3 36	5 70	664 18
Indiana	17,374	1,375,000 00	642,014 00	13,374 12			821 57
Indian Ter			775 00	126 72			10 06
Iowa	28,440	1,845,860 41	1,216,968 00	39,590 06	95		1,013 40
Kansas	5,434	598,748 61	636,190 00	22,009 32	3 58		963 40
Kentucky	7,828	806,535 27	879,569 00	18,450 15	24	3 75	8 82
Louisiana	15,559	4,951,790 23	2,210 00	315 10			66 98
Maine	7,678	845,290 00	100,417 00	9,945 55			47 37
Maryland	7,985	1,144,181 00	397,480 00	4,443 00			25 20
Massachusetts	16,281	1,796,428 52	627,607 00	153,921 69			1,133 75
Michigan	24,548	2,138,019 00	737,890 00	33,262 98			874 85
Minnesota	40,119	1,757,204 00	296,564 09	16,130 28	95		167 01
Mississippi		23 65	64,465 17	2,353 65	2 65		167 75
Missouri	75,716	10,330,434 19	165,567 50	40,515 21	08		500 63
Montana	2,417	533,883 00	1,100 00	1,070 00			10 61
Nebraska	14,328	1,762,591 91	172,515 00	34,370 79			275 68
Nevada				96 85			
New Hampshire			127,940 00	6,783 00			108 22
New Jersey	926	37,785 50	581,009 00	22,080 50			144 75
New Mexico	2,685	346,526 48	565 00	570 00	01		19 04
New York	46,958	31,569,550 28	1,318,119 00	76,784 80	205 19		714 29
North Carolina	3,043	279,654 00	128,600 00	3,009 67	95		224 67
Ohio	44,310	3,539,489 85	998,167 00	64,734 46	8 06		1,019 27
Oregon	9,119	1,915,643 72		5,228 00			53 68
Pennsylvania	36,892	4,480,163 41	505,311 10	42,705 78	2 67		204 40
Rhode Island	1,804	133,296 06	4,530 00	4,812 00			26 50
South Carolina	6,738	795,596 00	33,690 00	1,259 01	1 68		46 32
Tennessee	16,715	1,996,429 10	92,060 84	17,194 82	95		353 63
Texas	23,805	5,110,701 18	882,840 00	24,215 31	20 00	2 00	256 19
Utah	2,118	382,760 58	68,225 00				
Vermont			144,315 00	7,375 34			468 72
Virginia	14,965	1,604,423 40	309,210 00	10,396 76			358 82
Washington			22,131 00	84 50			97 54
West Virginia			81,395 00	2,025 18			58 08
Wisconsin	23,500	2,568,429 53	235,692 00	27,665 32			924 01
Wyoming				26 89			
Total	645,864	105,890,551 30	13,014,879 43	904,238 80	330 55	33 05	12,740 06

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expenses.
Alabama		\$2,350,559 00	\$604 92		\$54 25
Arizona		392,481 00	1,212 58	\$323 38	
Arkansas		2,443,278 24	79 16		931 00
California		3,976,446 38	188 90	189 63	2,785 41
Colorado		2,627,413 64	282 40	458 37	30 25
Connecticut		605,905 00		321 17	5,847 11
Dakota		628,475 90	900 34		50
Delaware		75,679 25	66 44		4 50
District of Columbia		1,115,818 31			51,531 37
Florida		740,527 85	87 95	3,753 91	245 51
Georgia		2,693,919 33	195 48		573 91
Idaho		573,023 21			839 30
Illinois		6,738,952 28	36,557 29	1,550 70	3,160 12
Indiana		2,671,016 58	912 80	429 50	319 75
Indian Ter		155,543 50	54 78		
Iowa		4,154,969 16	841 63	242 88	4,854 62
Kansas		3,471,298 51	57 22	400 61	485 20
Kentucky		907,151 13		184 80	24 46
Louisiana		4,985,359 42		969 60	50 50
Maine		1,010,866 00	350 00		64 43
Maryland		710,136 00	172 65	13	127 58
Massachusetts		1,201,377 00	1,309 93	737 62	411 50
Michigan		3,880,175 00	667 65	790 15	63 15
Minnesota		2,621,863 79	196 95	210 24	79 97
Mississippi		1,830,084 67	315 00		24 45
Missouri		7,725,941 10	480 53	426 27	243 46
Montana		1,187,970 39	31 00		56 85
Nebraska		2,614,096 00	5,184 12	184 49	77 70
Nevada		734,083 00	75 85		
New Hampshire		286,188 00	150 00	165 48	10 43
New Jersey		555,437 37		41 23	2 22
New Mexico		614,840 88		53 95	10 00
New York	\$12,980,226 50	11,543,572 41	1,029,090 09	591 16	46,763 99
North Carolina		1,494,869 08	108 00	23 00	1,530 99
Ohio		3,204,442 27	628 47	739 43	2,716 06
Oregon		2,604,939 74		996 73	354 35
Pennsylvania		4,614,930 76	1,508 96	275 96	7,966 25
Rhode Island		312,286 00			11 78
South Carolina		1,600,540 39	43 00		13 31
Tennessee		2,040,494 40	15,101 37	252 60	75 15
Texas		8,090,919 37	8 52	1,859 09	5,176 40
Utah		508,261 30			306 74
Vermont		273,206 27	506 66		3 00
Virginia		1,990,993 13	214 28	68	272 46
Washington		629,612 98			1 96
West Virginia		883,448 00		56 77	27 70
Wisconsin		3,896,292 63	122 00	385 81	127 91
Wyoming		256,773 00			3 00
Total	12,980,226 50	110,284,058 40	1,098,301 90	16,614 51	138,372 86

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Commis- sions on postal notes.	Commis- sions on money- orders.	Clerk hire.	Balance due United States.	Miscella- neous items.
Alabama	\$444 07	\$5,693 32	\$1,749 66	\$27,066 64	\$33 62
Arizona	61 39	834 65		24,062 89	78
Arkansas	404 40	4,941 14	1,370 00	38,153 73	32 93
California	984 90	11,772 55	11,070 92	79,590 49	71 11
Colorado	401 60	5,425 69	2,981 54	49,825 58	69 66
Connecticut	625 54	4,185 61	3,645 00	10,234 60	66 64
Dakota	407 56	3,128 99		16,073 43	200 34
Delaware	56 62	494 62	337 50	3,167 69	
District of Columbia			4,422 95	5,711 84	
Florida	287 12	3,437 26		19,087 80	27 19
Georgia	596 45	6,238 69	4,817 50	30,778 94	289 45
Idaho	59 42	1,068 00		15,516 97	34 00
Illinois	3,477 35	29,062 28	35,690 28	112,950 54	1,105 27
Indiana	1,812 91	15,490 43	4,750 00	39,385 69	246 86
Indian Territory	32 27	259 98		1,819 23	
Iowa	3,873 93	20,976 00	6,696 60	69,282 35	2,384 27
Kansas	2,229 18	19,465 72	1,049 41	63,709 34	419 04
Kentucky	426 85	5,271 30	4,946 96	16,166 69	77 37
Louisiana	181 30	3,486 01	5,676 65	135,721 36	31 84
Maine	559 48	4,247 84	3,222 48	15,484 99	155 26
Maryland	305 33	2,093 35	4,324 06	9,168 07	38 95
Massachusetts	1,177 99	8,890 63	18,024 75	29,610 12	224 08
Michigan	2,272 28	18,269 73	7,626 32	56,139 84	397 81
Minnesota	951 12	7,838 40	4,320 00	38,634 70	150 97
Mississippi	514 76	6,856 13		35,317 82	189 40
Missouri	1,491 80	13,017 88	19,907 04	107,224 89	622 06
Montana	175 69	1,767 99		30,290 99	2 45
Nebraska	1,048 22	7,181 39	2,423 75	41,062 05	94 58
Nevada	95 17	1,670 96		10,121 20	
New Hampshire	521 59	2,960 48		6,640 64	242 64
New Jersey	472 63	4,803 51	1,758 00	11,930 59	489 46
New Mexico	88 98	1,024 84		12,588 03	
New York	2,868 97	18,755 05	37,065 19	62,042 57	2,508 28
North Carolina	678 52	5,962 37		28,008 66	48 95
Ohio	3,042 62	21,394 94	19,783 85	56,690 80	1,000 81
Oregon	245 31	3,671 95	1,436 25	69,775 80	103 04
Pennsylvania	2,616 81	17,625 34	17,526 43	74,090 55	842 05
Rhode Island	86 60	839 11	1,905 00	8,772 08	56 94
South Carolina	325 34	3,439 76	1,890 00	19,329 17	130 28
Tennessee	465 28	6,387 63	5,378 99	29,545 23	264 59
Texas	1,218 04	18,519 63	6,021 25	167,869 74	924 71
Utah	51 49	718 00	200 00	10,779 78	3 48
Vermont	586 78	3,046 85	800 00	7,156 17	91 53
Virginia	555 09	4,663 68	2,559 00	19,768 19	147 06
Washington	168 13	2,387 45		11,076 78	32 21
West Virginia	269 16	1,979 86	401 25	7,475 70	128 48
Wisconsin	1,504 13	13,824 68	4,792 50	50,529 60	656 87
Wyoming	63 60	776 06		7,172 92	25 89
Total	40,278 77	345,925 23	299,371 04	1,787,103 46	14,675 25

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.			Great Britain and Ireland.			Germany.		
	Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama .....	144	\$3,956 21	\$64 50	547	\$8,776 10	\$240 75	480	\$9,239 02	\$159 25
Arizona .....	79	2,142 15	34 45	218	6,024 26	189 10	122	2,537 30	42 28
Arkansas .....	59	924 92	16 85	140	2,649 12	68 75	386	5,941 22	106 05
California .....	2,444	61,916 60	1,018 00	7,270	125,042 50	3,879 55	7,478	156,301 61	2,632 45
Colorado .....	1,002	27,401 37	442 75	9,321	208,346 94	5,082 35	1,154	25,619 08	428 40
Connecticut .....	879	16,307 91	235 15	6,867	79,074 48	2,475 20	2,685	40,718 23	763 35
Dakota .....	587	11,354 17	200 60	1,171	24,964 21	631 30	336	6,802 10	118 40
Delaware .....	28	578 21	10 40	617	7,826 13	228 60	232	2,916 79	56 40
Dist. of Columbia .....	220	4,062 21	70 95	992	13,089 11	403 05	929	16,181 91	282 30
Florida .....	145	3,141 20	54 00	304	7,019 71	171 55	242	4,941 02	84 00
Georgia .....	294	7,280 35	118 80	680	13,488 77	346 85	811	19,306 51	324 00
Idaho .....	29	945 29	15 65	262	7,439 42	175 30	119	3,117 12	50 35
Illinois .....	2,819	55,496 52	1,020 45	16,299	240,549 52	6,343 80	20,998	307,844 06	5,715 45
Indiana .....	356	4,230 11	91 65	1,855	23,327 00	698 75	3,298	44,992 75	861 25
Iowa .....	499	6,780 26	139 60	2,203	29,010 98	866 10	2,857	40,346 16	764 25
Kansas .....	257	3,563 39	71 30	1,297	18,035 17	529 15	1,124	16,791 54	310 05
Kentucky .....	204	2,857 32	56 30	981	16,045 48	440 40	1,296	19,622 90	289 85
Louisiana .....	259	6,218 05	102 95	726	12,584 30	335 30	1,139	22,596 49	386 05
Maine .....	2,029	42,179 93	713 45	1,956	33,124 03	890 80	254	4,970 73	86 20
Maryland .....	263	4,822 77	86 65	1,809	25,346 56	749 15	2,202	43,798 44	829 25
Massachusetts .....	10,496	203,804 81	3,495 15	22,841	276,358 33	8,472 90	4,665	77,115 99	1,390 85
Michigan .....	5,612	103,711 80	1,833 75	6,460	84,744 79	2,540 10	6,042	83,168 06	1,565 60
Minnesota .....	2,240	50,921 37	854 75	2,421	42,992 14	1,144 70	2,815	41,643 26	772 55
Mississippi .....	44	737 10	14 40	106	2,027 83	53 30	110	2,355 51	38 25
Missouri .....	545	8,809 29	163 65	4,571	78,065 17	2,021 55	5,254	90,607 35	1,610 75
Montana .....	533	15,327 75	245 70	2,158	52,968 33	1,280 45	239	5,728 19	95 35
Nebraska .....	225	3,180 17	64 10	843	12,257 62	353 10	1,187	18,912 30	342 55
Nevada .....	238	6,603 47	108 15	708	12,366 27	335 95	213	6,327 20	99 30
New Hampshire .....	577	9,313 68	178 45	1,726	19,952 00	619 60	284	3,224 64	66 00
New Jersey .....	668	13,644 19	233 65	11,800	137,964 34	4,277 55	7,717	108,342 34	2,026 90
New Mexico .....	23	679 61	11 25	109	1,874 84	51 55	89	2,473 19	39 45
New York .....	6,592	119,570 22	2,114 05	53,441	682,948 85	20,444 40	45,725	687,951 27	12,630 05
North Carolina .....	51	977 65	17 25	208	3,609 38	102 75	455	13,477 99	216 60
Ohio .....	1,657	24,968 70	467 45	10,962	143,304 92	4,292 75	9,968	147,139 30	2,728 00
Oregon .....	491	12,509 79	207 35	1,042	22,058 36	559 20	1,062	25,236 57	417 20
Pennsylvania .....	1,962	35,050 90	631 25	26,754	352,843 81	10,173 70	11,595	166,345 58	3,128 05
Rhode Island .....	756	12,652 04	227 56	4,591	58,894 35	1,761 45	656	9,244 46	172 65
South Carolina .....	32	855 25	18 95	340	9,048 69	214 70	551	15,083 56	245 65
Tennessee .....	115	1,724 74	32 45	844	12,833 44	363 90	477	6,143 83	146 25
Texas .....	277	5,721 49	99 70	1,962	37,604 35	973 10	2,972	55,304 72	967 30
Utah .....	61	890 11	17 25	1,344	16,877 96	515 40	168	3,522 92	60 05
Vermont .....	392	5,278 46	111 95	1,042	16,458 08	454 55	106	3,092 41	55 05
Virginia .....	290	4,896 92	92 45	762	12,964 27	355 35	549	10,745 56	185 85
Washington .....	461	11,678 98	190 75	424	8,376 53	213 15	382	10,391 65	167 29
West Virginia .....	29	494 55	8 85	439	5,871 81	173 65	296	3,799 35	73 80
Wisconsin .....	1,595	39,830 59	667 00	2,260	34,931 84	978 10	7,463	96,994 58	1,873 95
Wyoming .....	66	1,462 70	25 50	611	12,668 32	321 40	84	1,743 27	29 15
Total .....	49,077	961,600 27	16,737 20	216,304	3,024,700 41	87,743 70	160,597	2,492,307 62	45,525 45

*issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1884.*

Switzerland.			Italy.			France.			Jamaica.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
18	\$421 68	\$6 90	96	\$3,730 44	\$57 30	41	\$447 00	\$8 85			
4	95 00	1 50	27	782 00	11 70	42	613 62	11 55	2	\$19 98	\$0 40
63	610 04	12 55	27	539 00	9 30	6	63 88	1 05			
864	19,047 16	313 45	929	22,063 69	350 25	805	12,230 47	219 55	27	450 51	8 55
144	3,019 13	49 80	315	10,291 62	158 95	67	1,014 72	18 30			
192	2,565 22	47 70	1,410	90,983 92	501 90	122	1,798 87	32 10			
10	514 10	8 55	18	618 00	9 90	2	5 00	30	1	1 00	15
112	2,998 59	51 15	90	2,474 39	39 75	6	50 45	1 05			
88	2,105 49	35 85	145	2,253 26	41 55	205	3,159 03	59 25	2	16 01	30
7	248 76	3 75	95	3,322 12	51 30	43	995 80	16 65			
26	641 77	10 75	50	1,895 80	22 30	48	706 15	12 90	2	55 00	90
13	304 73	5 35	8	330 00	4 95	14	398 26	6 00			
541	45,125 49	793 90	3,912	115,876 87	1,809 20	442	7,857 40	134 10	1	8 89	15
220	4,511 65	77 80	113	3,707 96	58 30	77	1,299 06	24 00			
212	4,505 70	77 20	40	1,020 80	16 80	73	923 42	18 90	5	118 67	2 40
99	1,802 96	31 90	29	638 81	10 65	28	538 17	9 60	3	47 96	90
182	3,938 39	64 95	122	2,893 42	46 80	33	917 43	19 65	1	8 41	25
117	3,017 89	48 45	2,829	77,492 45	1,240 00	570	9,290 22	165 75			
9	231 60	4 00	76	2,619 64	42 10	63	1,276 14	22 80	5	78 99	1 50
182	2,432 56	42 90	434	3,506 73	145 80	132	1,891 20	36 45			
411	9,238 11	154 40	2,666	65,140 33	1,057 35	580	7,840 65	154 65	7	175 23	3 95
271	5,170 82	89 10	432	12,965 49	206 25	123	1,349 00	27 55	2	92 29	1 50
153	2,566 38	44 85	142	3,968 93	66 40	107	2,168 08	37 50			
4	130 00	2 10	49	1,512 37	24 00	17	205 49	3 90			
731	15,013 98	253 60	1,136	37,385 72	585 75	186	2,728 89	51 45	1	9 74	15
10	212 90	3 30	152	5,084 33	79 75	16	349 30	5 55			
31	633 36	10 70	24	464 78	8 20	18	177 80	3 75			
15	245 70	4 05	70	1,580 24	25 95	8	107 48	2 10			
7	150 00	2 55	6	108 71	1 95	10	200 93	3 85			
493	8,724 14	151 10	690	16,212 55	265 35	306	6,188 18	110 35	2	9 87	40
7	280 00	4 20	47	1,323 74	24 00	7	55 69	1 20			
4,148	77,606 54	1,330 20	4,224	109,889 12	1,757 20	3,174	47,805 53	884 70	53	1,194 14	20 65
5	123 66	2 10	11	383 59	6 00	10	141 85	2 70			
1,142	19,700 14	351 00	802	22,847 06	371 25	238	3,896 47	71 35	8	68 01	1 35
121	2,718 89	44 85	156	5,002 65	78 30	41	531 39	10 20			
1,212	27,830 50	466 55	4,469	123,113 56	2,021 85	494	7,299 72	136 65	8	234 51	4 00
87	1,927 56	32 40	218	4,298 88	72 55	118	1,951 73	34 80			
2	51 19	90	44	1,555 22	24 90	28	370 81	7 35	2	100 00	1 50
226	4,410 22	73 80	169	3,617 88	59 55	53	1,382 67	23 10			
300	6,846 18	116 25	475	12,964 83	206 70	200	3,497 62	62 35	8	76 89	1 65
18	184 72	4 35	21	634 02	10 05	14	322 80	5 25			
16	269 93	4 85	18	220 55	3 75	18	287 20	5 40			
14	302 82	4 80	198	4,667 89	77 85	37	465 43	9 00			
21	408 14	7 95	25	824 52	13 35	26	606 45	10 05			
35	529 61	9 45	26	494 02	8 70	15	228 21	4 30			
761	11,661 85	218 40	146	3,976 45	63 90	33	583 07	9 60			
8	168 51	2 70	.....	.....	.....	7	165 00	2 70			
15,306	295,226 64	5,074 90	27,181	736,466 35	11,758 55	8,818	185,825 65	2,500 15	139	2,770 10	49 65



No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	New Zealand.			New South Wales.			Victoria.			Belgium.		
	Orders issued.			Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....										2	\$7 75	\$0 30
Arizona.....							2	\$100 00	\$2 00			
Arkansas.....				2	\$28 87	\$0 60	1	36 55	60	3	26 00	45
California.....	42	\$1,053 83	\$17 90	37	877 05	14 25	82	1,073 62	29 25	65	950 14	17 70
Colorado.....	1	24 35	45	13	293 42	5 55	7	242 33	3 90	8	86 38	1 80
Connecticut.....				1	24 35	45	3	38 96	1 10	9	101 75	3 20
Dakota.....												
Delaware.....				1	4 87	15						
District of Columbia.....				3	121 75	1 95	1	14 61	30	32	446 13	8 70
Florida.....												
Georgia.....										5	82 47	1 50
Idaho.....	1	50 00	75	1	29 22	45						
Illinois.....	7	122 62	2 35	9	235 01	4 10	3	78 18	1 20	96	1,814 73	29 23
Indiana.....	3	29 87	60							17	227 04	4 35
Iowa.....	2	97 40	1 50	1	4 87	15				4	36 94	80
Kansas.....	2	5 86	50	1	4 99	15	1	4 99	15	22	624 78	10 20
Kentucky.....				2	100 00	1 50				3	17 50	45
Louisiana.....				1	4 99	15	4	82 49	1 50	27	593 28	10 20
Maine.....	17	109 48	3 00	1	38 46	60	1	15 36	30	5	83 20	1 50
Maryland.....				4	24 48	60	8	332 18	5 10	25	493 28	8 35
Massachusetts.....	9	176 54	3 30	14	365 12	6 15	5	122 27	1 95	29	280 46	6 30
Michigan.....	1	10 00	15	1	19 48	50				39	488 17	9 90
Minnesota.....	1	10 00	15				2	19 48	30	10	186 00	3 30
Mississippi.....				1	19 48	30						
Missouri.....	18	564 99	8 85	1	7 00	15	1	48 70	75	13	237 00	4 05
Montana.....										2	30 00	60
Nebraska.....										4	102 96	1 80
Nevada.....							1	20 00	30			
New Hampshire.....	1	8 74	15							1	7 90	15
New Jersey.....	15	567 67	8 95	2	60 00	90	4	69 35	1 30	38	514 52	9 90
New Mexico.....												
New York.....	38	890 11	15 00	81	570 66	10 75	48	980 65	17 50	277	5,445 81	92 85
North Carolina.....												
Ohio.....	2	14 87	30	6	139 96	2 40	5	23 58	75	19	243 90	4 80
Oregon.....	16	507 83	7 95	2	26 32	60	2	12 79	45	18	443 76	7 35
Pennsylvania.....	11	132 36	2 70	13	401 14	6 45	6	122 43	2 10	96	1,774 02	31 45
Rhode Island.....	4	110 25	1 90	5	88 10	2 10				6	161 50	2 55
South Carolina.....												
Tennessee.....	1	50 00	75							2	79 01	1 20
Texas.....	2	4 38	30				5	200 00	3 35	10	99 67	1 80
Utah.....	16	662 65	10 35				4	176 99	2 70			
Vermont.....												
Virginia.....	1	24 35	45							3	57 90	90
Washington.....	1	23 30	45				12	584 30	8 85	3	55 00	1 05
West Virginia.....												
Wisconsin.....	1	25 00	45							21	240 17	4 65
Wyoming.....	1	50 00	75									
Total.....	214	5,327 45	89 95	153	3,489 09	60 95	208	4,999 89	85 80	914	16,134 12	284 65

issued, paid, and repaid, and fees collected, &amp;c.—Continued.

Portugal.			Tasmania.			India.			Hawaii.			Totals.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
												1,328	\$26,568 18	\$537 85
												496	12,264 31	242 90
												687	10,809 10	216 20
86	\$2,757 60	\$43 20	3	\$75 00	\$1 20	7	\$59 72	\$3 15	28	\$599 20	\$10 50	20,167	405,115 79	8,667 05
												12,033	271,344 35	6,192 6 0
7	289 00	4 35				1	5 01	35				12,881	171,987 68	4,115 10
												2,084	44,288 58	969 20
												1,086	16,837 43	387 50
									1	21 00	45	2,618	41,470 51	905 25
									1	10 00	15	840	19,678 41	381 40
2	60 00	90	1	20 00	30							1,919	43,033 82	839 10
												447	12,609 04	259 40
4	39 78	1 05				2	14 87	70				47,623	774,064 54	16,356 30
												5,935	82,321 47	1,616 70
									2	20 00	30	5,918	82,865 20	1,888 10
												2,863	42,056 62	974 55
												2,874	46,395 85	990 15
4	87 00	1 50				1	4 87	35				5,677	131,972 03	2,292 10
												4,424	94,914 37	1,772 75
2	70 00	1 05	2	6 93	30	6	179 88	6 20				6,014	87,637 56	1,907 30
55	1,180 27	19 95				3	29 36	1 40				41,791	642,037 49	14,772 30
						5	121 50	4 05	8	117 88	2 25	18,984	291,720 50	6,294 75
						1	51	35				7,891	144,495 64	2,924 50
												831	6,887 78	136 25
						11	40 77	3 85				12,468	228,518 60	4,704 55
												3,110	79,721 80	1,710 70
												2,332	35,728 99	784 20
												1,248	27,370 38	575 80
1	5 00	15										2,613	32,981 60	867 85
									2	60 00	90	21,797	292,257 15	7,087 25
16	259 98	4 20	1	5 11	15	22	206 62	10 55	4	12 70	60	117,798	1,735,337 26	39,332 85
												740	18,803 12	347 40
1	8 07	15	1	9 74	15	5	121 46	4 40				24,856	362,438 18	8,296 10
49	2,238 80	34 35							3	50 00	1 05	3,003	71,392 14	1,868 85
7	94 90	1 80				13	404 99	13 10				46,640	700,549 42	16,621 65
10	295 09	4 80				3	25 79	1 40				6,453	89,649 75	2,313 55
												999	27,064 72	509 15
									1	50 00	75	1,888	32,291 79	701 45
												6,211	122,240 13	2,432 50
						1	29 00	1 00				1,647	23,301 17	626 40
6	200 00	8 30										1,858	25,806 63	638 85
1	16 50	30										1,855	34,151 64	727 05
												1,855	32,943 96	612 80
									1	30 00	45	843	11,447 45	279 20
												12,280	188,198 55	5,811 05
												787	16,277 80	382 20
261	7,667 03	121 05	8	116 78	2 10	81	1,244 35	50 85	51	970 78	17 40	479,269	7,688,776 53	170,102 35

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.				Great Britain and Ireland.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama .....	18	\$391 90	1	\$50 00	35	\$739 53	.....	.....
Arizona .....	13	536 20	.....	.....	15	555 71	.....	.....
Arkansas .....	50	1,650 50	.....	.....	49	989 45	1	\$49 25
California .....	3,173	77,941 41	14	379 48	958	17,407 61	18	190 03
Colorado .....	3390	9,943 85	6	115 23	3065	7,258 64	23	472 78
Connecticut .....	2,817	24,729 97	12	277 70	5905	10,133 79	19	235 75
Dakota .....	908	19,842 85	2	30 00	192	5,250 73	.....	.....
Delaware .....	41	837 35	.....	.....	89	1,637 14	1	1 58
District of Columbia .....	844	9,537 69	1	22 50	304	3,890 06	4	106 12
Florida .....	69	1,687 81	3	40 00	731	2,558 14	1	20 26
Georgia .....	81	1,655 00	5	80 25	67	1,572 83	1	14 61
Idaho .....	33	1,836 60	1	10 00	10	813 88	.....	.....
Illinois .....	6,171	76,277 11	32	587 10	2,674	48,135 76	43	767 58
Indiana .....	704	11,419 90	3	39 00	295	5,087 78	2	46 11
Iowa .....	412	10,925 50	6	66 50	131	14,261 90	6	129 96
Kansas .....	152	3,858 58	9	164 50	316	7,702 59	3	59 71
Kentucky .....	171	3,029 58	2	23 50	180	3,155 11	3	13 75
Louisiana .....	297	2,738 49	.....	.....	174	3,584 26	2	25 00
Maine .....	2,451	38,964 96	6	141 00	140	2,966 26	6	110 22
Maryland .....	874	6,167 95	.....	.....	514	7,906 22	5	106 03
Massachusetts .....	10,876	159,667 15	46	708 20	2,948	44,546 98	42	571 06
Michigan .....	5,482	107,676 27	47	568 69	998	19,233 14	20	319 17
Minnesota .....	1,735	50,231 08	19	614 50	520	11,776 27	4	53 57
Mississippi .....	2	75 00	1	5 00	19	295 95	1	24
Missouri .....	690	10,831 42	6	44 80	698	13,519 21	9	131 85
Montana .....	68	2,538 87	2	30 00	17	347 79	1	15 48
Nebraska .....	193	5,094 17	2	15 00	200	4,747 83	1	4 00
Nevada .....	52	1,780 27	4	120 00	33	1,015 33	1	99
New Hampshire .....	853	5,998 03	4	24 00	74	962 50	4	114 45
New Jersey .....	1,120	20,862 22	9	199 49	1,758	29,871 32	25	390 43
New Mexico .....	11	557 00	.....	.....	7	250 56	1	25 00
New York .....	27,233	346,968 24	57	731 98	12,367	157,080 38	156	2,189 67
North Carolina .....	19	441 17	.....	.....	40	836 34	.....	.....
Ohio .....	2,567	35,457 30	21	33 51	1,562	26,364 94	32	566 87
Oregon .....	627	17,511 97	5	138 00	116	2,607 97	7	212 98
Pennsylvania .....	4,240	51,227 41	14	190 99	4,114	69,751 75	47	596 76
Rhode Island .....	475	8,292 78	3	54 00	510	9,390 85	4	175 00
South Carolina .....	25	459 48	1	10 00	26	534 68	.....	.....
Tennessee .....	80	1,688 94	1	30 00	123	3,186 06	5	83 65
Texas .....	102	2,303 16	3	15 00	587	14,727 55	10	400 00
Utah .....	34	1,162 00	1	1 00	165	4,929 87	7	43 85
Vermont .....	594	10,735 64	4	41 10	67	1,598 39	2	44 56
Virginia .....	150	2,781 30	1	23 10	235	4,331 96	4	64 20
Washington .....	352	11,173 04	2	70 00	61	2,109 20	4	57 24
West Virginia .....	43	976 41	.....	.....	62	1,484 15	2	11 00
Wisconsin .....	887	21,105 71	18	397 38	509	9,574 22	13	129 06
Wyoming .....	24	783 30	.....	.....	15	483 47	.....	.....
Total .....	76,758	1,181,402 53	374	6,142 49	35,512	579,730 06	538	8,449 62

issued, paid, and repaid, and fees collected, &amp;c.—Continued.

Germany.				Switzerland.				Italy.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
93	\$2,529 25	2	\$19 00	18	\$686 31			3	\$81 09		
8	328 30										
273	8,806 85	1	20 00	65	1,825 05			28	1,240 20		
994	34,055 66	30	550 95	74	2,201 04	2	\$9 90	58	2,144 54		
189	6,633 46	16	355 25	44	1,611 35	1	20 00	5	108 94	2	\$42 00
456	12,853 07	14	253 75	15	477 76			6	200 34	2	45 00
724	27,574 83	9	156 40	67	2,371 35			2	35 86		
37	936 09	4	30 00	2	49 19			2	95 40		
177	3,985 08	1	9 70	17	371 32			2	96 01		
61	1,917 30	1	10 00	12	419 60			2	59 15		
62	2,060 02	3	45 00	2	19 52			3	62 01		
24	939 97	1	23 00	2	81 63			2	95 40		
5,679	181,408 99	111	1,728 87	448	13,303 71	9	148 02	41	994 83	2	60 00
847	27,278 89	22	375 55	117	3,501 14	1	10 00	2	43 88	1	6 00
2,023	71,604 41	28	390 85	221	3,271 53	1	7 90	3	55 33		
616	21,384 53	15	238 35	102	3,103 98	1	4 90				
286	8,394 91	4	67 00	72	2,339 49			12	315 06		
275	7,567 88	7	33 00	82	935 95			76	2,764 66	7	64 38
17	384 08	1	4 00	1	15 23			1	19 08		
781	18,045 21	18	150 67	63	1,483 73			22	706 26	1	2 00
765	18,112 29	29	287 77	73	1,175 80	3	25 20	55	1,309 69	10	161 74
3,019	66,478 10	70	904 68	91	2,849 80	1	2 00	8	230 86		
1,979	71,434 12	25	302 94	210	6,586 32			1	2 96	1	20 00
37	1,276 61	3	30 00	4	88 92			4	123 56	1	10 00
2,088	62,630 88	26	355 92	298	9,169 55	2	85 00	20	381 43	1	2 00
102	3,986 29	2	35 00	3	122 83			1	4 45		
993	37,656 91	12	144 02	237	8,353 15			3	133 56		
26	861 21	1	20 00	3	126 69			1	31 10		
10	147 42							1	9 92		
1,748	45,228 70	51	774 89	164	4,768 20	5	92 28	36	1,080 95	4	88 00
36	1,340 19	1	10 00					4	145 01	1	14 00
10,781	258,604 11	219	2,924 55	968	21,805 86	13	159 05	488	11,735 77	16	225 00
89	1,074 72			3	25 49						
2,822	84,215 64	64	707 83	376	11,570 28	4	114 00	13	313 39	4	46 20
182	7,034 16	1	10 00	62	2,188 66						
3,253	87,211 34	63	700 60	362	9,023 70	6	82 30	67	1,418 91	5	110 00
73	1,792 02	3	45 00	4	146 96	1	1 00	12	371 67	4	200 00
50	1,417 31	4	28 67								
55	1,278 47	2	26 83	14	512 62			8	296 32	1	30 00
1,276	45,166 44	28	433 42	150	4,334 72	1	50 00	31	1,281 23	7	302 14
33	785 57	3	119 99	17	516 60			1	18 83		
14	394 38			16	642 29			4	68 69		
74	2,030 59	4	76 00	19	636 02			8	239 28		
58	2,221 68	6	171 88	9	329 29						
96	2,001 36	1	25 00	24	775 85						
3,251	107,881 28	59	635 35	370	12,121 96	31	1,889 09	4	73 38		
11	388 28	1	7 28								
45,403	1,351,662 79	966	13,346 02	4,849	140,941 11	82	2,200 64	1,045	28,511 60	70	1,435 01

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	France.				Jamaica.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama.....	2	\$47 09						
Arizona.....			3	\$24 15	1	\$4 50		
Arkansas.....	29	920 88						
California.....	215	6,123 47	8	88 05	1	24 35		
Colorado.....	16	577 10			2	50 00		
Connecticut.....	29	651 26	5	105 53	2	42 19		
Dakota.....	20	851 37						
Delaware.....	1	7 61						
District of Columbia.....	33	430 38			7	187 63		
Florida.....	6	23 18			10	185 37		
Georgia.....	5	161 74	1	2 00				
Idaho.....			1	20 00				
Illinois.....	151	3,679 36	6	56 23	16	366 43		
Indiana.....	17	420 39	2	23 56	1	3 22		
Iowa.....	36	1,089 51	2	83 00	8	199 62		
Kansas.....	20	513 90	1	1 00				
Kentucky.....	30	658 91	1	4 94				
Louisiana.....	212	5,731 36	2	118 76	21	581 50		
Maine.....	4	53 96			175	1,173 40		
Maryland.....	51	1,079 45	3	15 96	50	1,908 97		
Massachusetts.....	189	2,661 45	7	66 82	25	458 39		
Michigan.....	81	705 28	3	89 38	3	24 35		
Minnesota.....	16	361 89						
Mississippi.....	3	12 12						
Missouri.....	109	3,369 54	4	49 90	5	167 77		
Montana.....	2	40 00	1	1 09				
Nebraska.....	10	260 66						
Nevada.....								
New Hampshire.....	3	21 42	2	56 85	4	160 00		
New Jersey.....	111	3,478 07	3	18 25	7	156 85		
New Mexico.....	2	36 95						
New York.....	1,769	25,713 84	24	291 41	960	29,762 08		
North Carolina.....	3	105 50						
Ohio.....	85	1,067 78	1	48 38	15	350 62		
Oregon.....	16	418 08	2	59 88				
Pennsylvania.....	209	3,752 84	9	169 52	58	668 09	2	\$23 80
Rhode Island.....	22	474 75	4	95 00				
South Carolina.....	6	119 71	1	2 31				
Tennessee.....	5	75 06						
Texas.....	63	2,254 29	3	64 00				
Utah.....								
Vermont.....	3	68 55						
Virginia.....	20	617 46			23	795 96		
Washington.....	5	183 30						
West Virginia.....	3	19 32			1	24 35		
Wisconsin.....	40	1,414 18						
Wyoming.....								
Total.....	3,605	70,871 86	99	1,551 57	1,404	37,195 65	2	23 80

issued, paid, and repaid, and fees collected, &amp;c.—Continued.

New Zealand.				New South Wales.				Victoria.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
								6	\$290 98		
231	\$5,366 70			136	\$3,749 51	1	\$14 61	98	2,684 57	3	\$56 76
9	342 10							4	38 86		
28	255 76			11	146 97			7	109 57		
								7	238 57		
1	15 34										
5	98 84			1	6 57			14	487 70		
1	9 74										
2	31 16							1	3 65		
89	1,006 40			39	992 58			23	402 23	1	4 87
8	45 27			3	36 03			8	315 57		
1	24 85			1	10 23						
5	182 63			5	214 38			2	20 14	1	4 99
2	26 29			2	11 69			6	49 12		
				1	24 85			1	8 27		
				2	29 42			6	9 71		
339	2,946 34			2	48 70			6	87 66		
4	30 54			2	48 70			6	87 66		
114	1,825 28			36	879 57			88	698 79		
12	140 97			7	224 62			3	23 49		
6	131 32			6	52 91			6	219 15		
22	383 54	1	\$0 15	8	39 04			54	2,233 72		
1	34 09							1	10 83		
2	25 62			1	1 01			2	31 65		
24	614 96			15	421 49			12	322 03	1	19 48
697	7,110 88			335	5,623 55	1	25 00	248	8,521 46	1	5 11
46	436 53			24	467 29			9	115 40	2	25 86
1	48 70			2	34 90			3	97 40		
97	1,384 11			42	712 81			26	792 73	1	14 61
4	86 59			9	290 47			10	288 45		
1	9 74			1	5 07						
4	63 31			1	9 74						
				1	21 06			1	38 96		
1	25 56			8	121 75						
				1	5 07						
2	27 35			4	38 10			6	160 71		
1,750	22,560 18	1	15	693	14,218 78	2	39 61	607	13,301 47	10	181 18

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Belgium.				Portugal.*		Tasmania.*	
	Orders paid.		Orders repaid.		Orders paid.		Orders paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	3	\$117 13						
Arizona								
Arkansas	7	246 62						
California	14	349 05	1	\$20 00	10	\$425 00	7	\$163 62
Colorado	1	1 71						
Connecticut	9	91 62						
Dakota	1	50 00						
Delaware								
District of Columbia	19	340 40			2	68 20		
Florida	1	19 04					1	4 87
Georgia	1	14 27					1	9 74
Idaho								
Illinois	78	2,854 39	2	59 88	1	5 50	5	108 71
Indiana	25	953 63					1	9 74
Iowa	7	177 25						
Kansas	35	1,128 98						
Kentucky	10	353 87						
Louisiana	17	647 73						
Maine	3	100 38					6	117 14
Maryland	21	589 91						
Massachusetts	50	962 61			7	273 00	3	52 86
Michigan	36	1,247 61					1	29 23
Minnesota	26	1,027 84	1	25 00				
Mississippi								
Missouri	19	496 27			1	15 00	1	1 70
Montana								
Nebraska	13	650 00						
Nevada								
New Hampshire								
New Jersey	18	514 05					1	2 00
New Mexico								
New York	513	4,784 11	2	44 00	21	155 80	40	301 04
North Carolina	7	150 85						
Ohio	17	287 77						
Oregon	7	323 70						
Pennsylvania	60	1,365 17	2	25 00	4	63 40	2	34 75
Rhode Island	4	10 19			8	100 00		
South Carolina								
Tennessee								
Texas	24	662 75						
Utah								
Vermont	1	6 12					2	97 46
Virginia							3	29 22
Washington								
West Virginia	1	4 82						
Wisconsin	92	3,436 07					1	36 52
Wyoming								
Total	1,140	23,945 91	8	173 88	49	1,105 96	75	896 56

\* No orders repaid

issued, paid, and repaid, and fees collected, &amp;c.—Continued.

India.				Hawaii.				Totals.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
3	\$102 27			1	\$25 00			175	\$4,084 57	3	\$69 00
								44	1,740 69	3	24 15
18	712 48	1	\$5 01	1,354	47,519 64			510	15,688 18	2	69 25
13	429 63			2	75 00			7,341	200,148 65	75	1,314 79
5	165 58			20	428 92			907	26,640 11	48	1,005 31
								4,008	50,555 84	52	907 73
								1,628	56,390 14	11	186 40
								164	3,438 12	5	31 58
				6	144 00			1,487	19,513 98	6	138 32
								294	7,194 20	5	79 26
				1	50 00			286	5,639 94	10	141 86
								71	2,767 48	3	52 00
13	73 93	1	4 87	69	1,536 42			15,497	322,206 35	207	3,415 52
10	145 25			7	175 00			2,045	49,444 70	32	500 22
				8	243 70			3,356	106,953 33	48	678 21
				2	11 74			1,255	38,081 35	80	473 45
1	4 02			1	1 50			773	18,340 15	10	109 19
2	73 05			2	15 00			1,111	24,692 50	18	291 69
16	146 43			34	816 68			8,198	47,043 02	18	255 22
				12	231 75			1,555	38,246 35	27	275 31
65	1,009 95			99	1,989 16			15,348	235,922 99	137	1,821 39
6	166 18			10	99 35			8,707	199,181 24	141	1,883 92
				5	121 00			4,511	141,944 86	50	1,016 01
7	217 83			14	177 50			69	1,882 16	6	45 24
								3,924	103,634 50	49	669 62
				1	9 00			198	7,035 23	6	81 57
								1,651	57,516 11	15	163 02
1	32 39			18	595 00			116	3,848 69	6	140 99
17	452 55			28	1,091 07			464	7,979 96	10	195 30
								5,060	108,859 99	98	1,477 82
294	2,801 85			228	5,067 54			60	2,109 71	3	49 00
				2	60 00			58,940	881,001 51	489	6,595 77
4	33 90	2	19 79	38	1,287 10			113	2,694 07		
				14	391 50			7,578	163,197 84	131	1,613 94
26	428 47			51	1,047 66			1,080	30,956 99	15	420 31
1	3 33			5	134 00			12,611	228,883 14	149	1,973 52
								1,132	21,921 96	19	570 00
								107	2,531 18	6	40 98
				1	2 00			392	7,040 14	9	170 48
				1	25 00			2,235	70,771 88	52	1,270 63
				1	5 00			356	7,490 42	11	163 84
								704	13,616 48	6	85 66
				13	625 00			539	11,609 10	9	163 30
				3	30 00			498	16,641 50	12	299 12
				1	2 00			202	4,398 98	3	36 00
3	56 17							5,171	153,946 00	121	2,550 83
								50	1,655 05	1	7 28
505	7,049 15	4	29 97	2,046	64,053 33	1	1 00	175,450	3,587,539 33	2,187	33,524 04



No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1884.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1883.....		\$1,533,894 86
Amount received for domestic money-orders issued.....	\$122,121,261 96	
Amount received for postal notes issued.....	7,411,992 48	
Amount received for international money-orders issued.....	7,688,776 53	
Total issued.....	137,222,030 99	
Amount received for fees on domestic money-orders issued.....	\$950,065 79	
Amount received for fees on postal notes issued.....	110,282 88	
Amount received for fees on international money-orders issued.....	170,102 35	
Total fees.....	1,230,451 02	
Amount of deposits received from postmasters.....		138,452,482 01
Amount of drafts drawn on the postmaster at New York, N. Y.....		105,890,551 30
Amount transferred from postage fund.....		13,014,879 42
Amount of gain.....		904,238 80
Amount of premiums.....		380 55
Balance due postmasters.....		33 05
		13,740 06
Total receipts.....		259,810,200 05

DISBURSEMENTS.

Amount of domestic money-orders paid.....	121,101,697 03	
Amount of postal notes paid.....	7,155,379 52	
Amount of international money-orders paid.....	3,537,539 33	
Total paid.....	131,794,615 88	
Amount of domestic money-orders repaid.....	\$869,385 77	
Amount of postal notes repaid.....	98,746 42	
Amount of international money-orders repaid.....	33,524 04	
Total repaid.....	1,001,656 23	
Amount of drafts paid by postmaster at New York, N. Y.....	12,989,226 50	
Amount deposited at first-class offices.....	110,284,058 40	
Amount transferred to postage fund.....	1,098,301 90	
Amount of loss.....	16,614 51	
Amount paid for expenses.....	138,372 88	
Amount paid for commissions on postal notes.....	40,278 77	
Amount paid for commissions on money-orders.....	345,925 23	
Amount paid for clerk-hire.....	299,371 04	
Miscellaneous items.....	14,675 25	
Balance in the hands of postmasters June 30, 1884.....	1,787,103 46	
Total disbursements.....		259,810,200 05

No. 14.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued money-orders.....	\$950,065 79	
Amount of gain.....	380 55	
Amount of premiums, &c.....	33 05	
		950,479 39
Amount allowed postmasters—		
For commissions on money-orders.....	\$337,985 16	
For clerk-hire.....	247,618 07	
For incidental expenses.....	100,386 06	
For lost remittances and burglaries.....	11,037 68	
For bad debts.....	5,576 83	
Net revenue.....	247,875 59	
		950,479 39

# POSTAL-NOTE AND INTERNATIONAL MONEY-ORDER BUSINESS. 753

No. 15.—*Statements showing the revenue which accrued on postal-note transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued postal notes.....	\$110,282 88
Amount allowed postmasters—	
For commissions .....	\$40,278 77
For clerk hire.....	4,271 34
For incidental expenses .....	31,839 38
Net revenue .....	<u>33,893 39</u>
	110,282 88

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883.*

## CANADA.

Amount received for fees on issued orders.....	\$17,341 70
Amount allowed postmasters—	
For commissions .....	\$2,400 76
For clerk hire.....	4,006 39
For incidental expenses .....	1,038 59
Amount paid Canada—	
For excess of commissions .....	1,534 05
Net revenue .....	<u>8,361 91</u>
	17,341 70

## GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....	91,205 50
Amount of gain in exchange.....	11,862 39
	103,067 89
Amount allowed postmasters—	
For commissions .....	4,456 26
For clerk hire.....	15,086 86
For incidental expenses .....	2,616 75
Amount paid Great Britain—	
For excess of commissions.....	20,267 39
For incidental expenses.....	322 94
Net revenue .....	<u>59,717 69</u>
	103,067 89

## GERMANY.

Amount received for fees on issued orders.....	44,249 10
Amount of gain in exchange.....	18,258 12
	62,507 22
Amount allowed postmasters—	
For commissions .....	3,616 03
For clerk hire.....	14,406 04
For incidental expenses.....	2,160 69
Amount paid Germany—	
For excess of commissions.....	8,851 80
For incidental expenses.....	265 17
Net revenue .....	<u>33,207 49</u>
	62,507 22

## SWITZERLAND.

Amount received for fees on issued orders.....	4,631 20
Amount of gain in exchange.....	6,259 14
	10,890 34
Amount allowed postmasters—	
For commissions .....	347 56
For clerk hire.....	1,405 98
For incidental expenses.....	222 31
Amount paid Switzerland—	
For excess of commissions.....	2,068 40
Net revenue .....	<u>6,846 09</u>
	10,890 34

No. 16.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.

## ITALY.

Amount received for fees on issued orders.....	\$10,190 25
Amount of gain in exchange.....	14,719 11
	<hr/>
	24,909 36
Amount allowed postmasters—	
For commissions.....	\$450 85
For clerk hire.....	1,419 67
For incidental expenses.....	238 42
Amount paid Italy—	
For excess of commissions.....	4,635 66
Net revenue.....	18,164 76
	<hr/>
	24,909 36

## FRANCE.

Amount received for fees on issued orders.....	2,221 40
Amount of gain in exchange.....	1,056 05
	<hr/>
	3,307 45
Amount allowed postmasters—	
For commissions.....	156 66
For clerk hire.....	899 51
For incidental expenses.....	126 94
Amount paid France—	
For excess of commissions.....	346 60
Net revenue.....	1,777 74
	<hr/>
	3,307 45

## JAMAICA.

Amount received for fees on issued orders.....	46 50
Excess of commissions received.....	126 68
	<hr/>
	173 18
Amount allowed postmasters—	
For commissions.....	2 10
For clerk hire.....	76 07
For incidental expenses.....	3 80
Net revenue.....	91 21
	<hr/>
	173 18

## NEW ZEALAND.

Amount received for fees on issued orders.....	82 29
Excess of commissions received.....	109 43
	<hr/>
	191 72
Amount allowed postmasters:	
For commissions.....	11 00
For clerk hire.....	8 20
For incidental expenses.....	4 91
Net revenue.....	167 61
	<hr/>
	191 72

## NEW SOUTH WALES.

Amount received for fees on issued orders.....	50 30
Excess of commissions received.....	78 59
	<hr/>
	128 89
Amount allowed postmasters:	
For commissions.....	6 27
For clerk hire.....	7 46
For incidental expenses.....	2 41
Net revenue.....	112 75
	<hr/>
	128 89

No. 16.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.

## VICTORIA.

Amount received for fees on issued orders.....	\$47 10	
Excess of commissions received.....	63 90	
		<hr/>
		111 00
Amount allowed postmasters:		
For commissions.....	\$6 95	
For clerk hire.....	7 46	
For incidental expenses.....	1 93	
Net revenue.....	94 66	
		<hr/>
		111 00

## BELGIUM.

Amount received for fees on issued orders.....	136 30	
Excess of commissions received.....	26 60	
		<hr/>
		162 90
Amount allowed postmasters:		
For commissions.....	16 20	
For incidental expenses.....	22 97	
Net revenue.....	123 73	
		<hr/>
		162 90

## TASMANIA.

Amount received for fees on issued orders.....	1 70	
Excess of commissions received.....	3 68	
Loss.....	11 39	
		<hr/>
		16 97
Amount allowed postmasters:		
For commissions.....	16	
For incidental expenses.....	16 81	
		<hr/>
		16 97

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.

## CANADA.

Amount received for fees on issued orders.....	\$16,737 20	
Excess of commissions received.....	1,206 52	
		<hr/>
		17,943 72
Amount allowed postmasters:		
For commissions.....	\$1,416 72	
For clerk hire.....	5,231 25	
For incidental expenses.....	935 04	
Net revenue.....	10,360 71	
		<hr/>
		17,943 72

## GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....	87,794 55	
Amount allowed postmasters:		
For commissions.....	3,636 07	
For clerk hire.....	19,512 26	
For incidental expenses.....	2,293 21	
Amount paid Great Britain:		
For excess of commissions.....	18,301 74	
For incidental expenses.....	257 94	
Lost on exchange.....	1,597 58	
Net revenue.....	42,195 75	
		<hr/>
		87,794 55

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.—Continued.*

## GERMANY.

Amount received for fees on issued orders .....		\$45,525 45
Amount allowed postmasters:		
For commissions .....	\$2,324 92	
For clerk hire .....	17,534 86	
For incidental expenses .....	1,945 86	
Amount paid Germany:		
For excess of commissions .....	8,341 04	
For incidental expenses .....	129 31	
Net revenue .....	15,249 46	
		<u>45,525 45</u>

## SWITZERLAND.

Amount received for fees on issued orders .....		5,074 90
Amount of gain in exchange .....		3,141 10
		<u>8,216 00</u>
Amount allowed postmasters:		
For commissions .....	212 80	
For clerk hire .....	1,606 88	
For incidental expenses .....	240 78	
Amount paid Switzerland:		
For excess of commissions .....	1,124 52	
Net revenue .....	5,031 02	
		<u>8,216 00</u>

## ITALY.

Amount received for fees on issued orders .....		11,758 55
Amount of gain in exchange .....		16,842 98
		<u>28,601 53</u>
Amount allowed postmasters:		
For commissions .....	192 74	
For clerk hire .....	1,919 63	
For incidental expenses .....	231 49	
Amount paid Italy:		
For excess of commissions .....	5,308 06	
Net revenue .....	20,949 61	
		<u>28,601 53</u>

## FRANCE.

Amount received for fees on issued orders .....		2,500 15
Amount of gain in exchange .....		1,447 98
		<u>3,948 13</u>
Amount allowed postmasters:		
For commissions .....	106 30	
For clerk hire .....	1,017 70	
For incidental expenses .....	266 15	
Amount paid France:		
For excess of commissions .....	460 15	
Net revenue .....	2,097 83	
		<u>3,948 13</u>

## JAMAICA.

Amount of fees received on issued orders .....		49 65
Excess of commissions received .....		259 08
		<u>308 73</u>
Amount allowed postmasters:		
For commissions .....	2 34	
For clerk hire .....	103 75	
For incidental expenses .....	8 58	
Net revenue .....	194 08	
		<u>308 73</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.

## NEW ZEALAND.

Amount received for fees on issued orders .....		\$89 95
Excess of commissions received .....		136 34
		<hr/>
Amount allowed postmasters:		226 29
For commissions .....	\$4 46	
For clerk hire .....	152 95	
For incidental expenses .....	14 91	
Net revenue .....	53 97	
		<hr/>
		226 29

## NEW SOUTH WALES.

Amount received for fees on issued orders .....		60 95
Excess of commissions received .....		84 29
		<hr/>
Amount allowed postmasters:		145 24
For commissions .....	2 70	
For clerk hire .....	71 64	
For incidental expenses .....	9 48	
Net revenue .....	61 42	
		<hr/>
		145 24

## VICTORIA.

Amount received for fees on issued orders .....		85 80
Excess of commissions received .....		69 73
		<hr/>
Amount allowed postmasters:		155 53
For commissions .....	4 74	
For clerk hire .....	70 71	
For incidental expenses .....	9 47	
Net revenue .....	70 61	
		<hr/>
		155 53

## BELGIUM.

Amount received for fees on issued orders .....		284 65
Excess of commissions received .....		74 98
		<hr/>
Amount allowed postmasters:		359 63
For commissions .....	17 71	
For clerk hire .....	5 00	
For incidental expenses .....	73 40	
Net revenue .....	263 52	
		<hr/>
		359 63

## PORTUGAL.

Amount received for fees on issued orders .....		121 05
Amount of gain in exchange .....		119 57
		<hr/>
Amount allowed postmasters:		240 62
For commissions .....	5 38	
For incidental expenses .....	81 81	
Amount paid Portugal:		
For excess of commissions .....	47 05	
Net revenue .....	106 38	
		<hr/>
		240 62

## TASMANIA.

Amount of fees received on issued orders .....		2 10
Excess of commissions received .....		9 84
		<hr/>
Amount allowed postmasters:		11 94
For commissions .....	36	
For clerk-hire .....	5 00	
For incidental expenses .....	2 56	
Net revenue .....	4 02	
		<hr/>
		11 94

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.*

## HAWAII.

Amount received for fees on issued orders.....	\$17 40
Excess of commissions received.....	542 35
	<hr/> 559 75
Amount allowed postmasters:	
For commissions .....	\$12 83
For clerk hire .....	250 00
For incidental expenses.....	34 72
Net revenue .....	262 20
	<hr/> <hr/> 559 75

## RECAPITULATION OF NET REVENUE.

On domestic money-order transactions for the fiscal year ended June 30, 1884 .....	247,875 59
On postal-note transactions for the fiscal year ended June 30, 1884.....	33,893 39
On international transactions with—	
Canada:	
For fiscal year 1883.....	\$8,361 91
For fiscal year 1884 .....	10,360 71
Great Britain and Ireland:	
For fiscal year 1883 .....	59,717 69
For fiscal year 1884 .....	42,195 75
Germany:	
For fiscal year 1883 .....	33,207 49
For fiscal year 1884 .....	15,249 46
Switzerland:	
For fiscal year 1883.....	6,846 09
For fiscal year 1884.....	5,031 02
Italy:	
For fiscal year 1883.....	18,164 76
For fiscal year 1884 .....	20,949 61
France:	
For fiscal year 1883 .....	1,777 74
For fiscal year 1884.....	2,097 83
Jamaica:	
For fiscal year 1883 .....	91 21
For fiscal year 1884 .....	194 08
New Zealand:	
For fiscal year 1883 .....	167 61
For fiscal year 1884 .....	53 97
New South Wales:	
For fiscal year 1883.....	112 75
For fiscal year 1884.....	61 42
Victoria:	
For fiscal year 1883.....	94 66
For fiscal year 1884.....	70 61
Belgium:	
For fiscal year 1883.....	123 73
For fiscal year 1884 .....	263 52
Portugal:	
For fiscal year 1884.....	106 38
Tasmania:	
For fiscal year 1884.....	4 02
Hawaii:	
For fiscal year 1884.....	262 20
	<hr/> 225,566 22
Less loss in transactions with Tasmania in 1883 .....	11 39
	<hr/> 225,554 83
Total net revenue.....	<hr/> <hr/> 507,323 81

# MONEY-ORDER TRANSFERS, ASSETS AND LIABILITIES, ETC. 759

No. 18.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1884.*

Amount transferred to money-order account.....	\$904,238 80
Amount transferred from money-order account .....	\$1,098,301 90
Less balance due postage account June 30, 1883 (transferred) .....	810,514 28
	<u>287,787 62</u>
Balance due postage account June 30, 1884.....	616,451 18

No. 19.—*Statement of assets and liabilities June 30, 1884.*

## ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1884.....	\$2,673,462 75
Balance in the hands of postmasters June 30, 1884 .....	1,787,103 46
	<u>4,460,566 21</u>

## LIABILITIES.

Revenue on domestic money-order and postal-note account.....	\$281,768 98
Revenue on international money-order account for 1883 and 1884.....	225,554 83
Amount due postage account .....	616,451 18
Unpaid domestic money-orders, postal notes, and international money-orders, and balances of unadjusted international accounts .....	3,336,791 22
	<u>4,460,566 21</u>

No. 20.—*Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1884.*

Balance in the hands of the assistant United States treasurer June 30, 1883 .....	\$2,783,612 93
Amount deposited with the assistant United States treasurer .....	2,240,916 46
	<u>5,024,729 39</u>
Amount of drafts paid by the assistant United States treasurer .....	\$2,351,266 64
Balance in the hands of the assistant United States treasurer June 30, 1884.....	2,673,462 75
	<u><u>5,024,729 39</u></u>



No. 21.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1884.*

Steamship lines.	England.		Germany.		France.	
	Letters.	Papera.	Letters.	Papera.	Letters.	Papera.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	15, 814, 080	89, 391, 069	3, 143, 065	7, 799, 708	713, 337	1, 443, 333
White Star .....	10, 506, 101	72, 066, 863	2, 136, 538	4, 656, 077	1, 895, 529	7, 099, 709
Liverpool and Great Western Steamship Company .....	19, 063, 599	81, 065, 971	7, 654, 358	23, 983, 405	2, 439, 482	12, 459, 375
North German Lloyd of Bremen .....	15, 451, 189	72, 260, 310	29, 095, 106	99, 379, 067	999, 170	3, 137, 423
Hamburg-American Packet Company .....	3, 560, 074	18, 862, 337	8, 014, 292	29, 598, 560	893, 072	5, 237, 839
Inman .....	14, 147, 021	62, 878, 977	1, 894, 800	5, 026, 451	1, 766, 276	7, 826, 781
Anchor .....	3, 757, 405	19, 574, 153	262, 975	525, 675	480, 475	2, 263, 179
Canadian .....	127, 044	549, 726				
American Steamship Company .....	733, 443	4, 495, 220				
National .....	290, 201	1, 608, 778	10, 027	1, 320	36, 431	241, 497
Cunard (limited) .....	385, 793	2, 215, 578			27, 415	221, 134
Bremen line direct from Baltimore .....			44, 663	99, 369		
French .....					2, 201, 075	17, 424, 388
Red Star .....						
Netherland Steamship Navigation Company .....						
Total .....	89, 834, 958	404, 963, 500	52, 251, 184	171, 069, 632	12, 482, 262	57, 973, 546
Compared with last fiscal year:						
Increase .....		20, 216, 177	1, 996, 631	10, 152, 553	615, 430	1, 690, 945
Decrease .....	399, 048					

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papera.	Letters.	Papera.	Letters.	Papera.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	1, 351, 023	3, 459, 125	284, 190	1, 394, 177	168, 444	277, 379
White Star .....	1, 463, 447	4, 632, 009	341, 007	1, 339, 534	87, 749	75, 709
Liverpool and Great Western Steamship Company .....	1, 672, 480	4, 807, 692	384, 637	2, 204, 188	576, 853	977, 216
North German Lloyd of Bremen .....	1, 897, 403	5, 230, 665	341, 977	1, 334, 791	1, 873, 218	3, 362, 437
Hamburg-American Packet Company .....	415, 232	1, 344, 360	75, 370	582, 997	547, 396	919, 709
Inman .....	1, 119, 557	3, 730, 245	276, 380	1, 514, 957	89, 979	147, 845
Anchor .....	287, 990	1, 155, 570	72, 135	377, 873	4, 005	2, 375
Canadian .....						
American Steamship Company .....						
National .....	25, 993	72, 670	5, 814	36, 695	688	
Cunard (limited) .....			60, 355	629, 909		
Bremen line direct from Baltimore .....						
French .....						
Red Star .....			12, 945	37, 525		
Netherland Steam Navigation Company .....						
Total .....	8, 203, 115	24, 492, 337	1, 854, 210	10, 452, 346	3, 353, 302	6, 292, 653
Compared with last fiscal year:						
Increase .....	679, 735		424, 807	3, 955, 372	257, 512	1, 610, 022
Decrease .....		5, 978, 683				

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papera.	Letters.	Papera.	Letters.	Papera.
Cunard .....	<i>Grams.</i> 480, 574	<i>Grams.</i> 1, 068, 250	<i>Grams.</i> 621, 314	<i>Grams.</i> 2, 479, 045	<i>Grams.</i> 177, 437	<i>Grams.</i> 1, 068, 269
White Star .....	516, 182	1, 685, 894	793, 790	3, 540, 659	230, 425	1, 762, 411
Liverpool and Great West- ern Steamship Company ..	497, 174	1, 783, 827	835, 375	3, 752, 294	233, 800	1, 649, 956
North German Lloyd of Bremen .....	515, 762	1, 661, 011	926, 893	3, 723, 124	264, 090	1, 684, 423
Hamburg-American Packet Company .....	122, 632	420, 028	200, 704	996, 697	89, 309	570, 100
Inman .....	422, 685	1, 470, 931	641, 704	3, 032, 126	200, 409	1, 404, 297
Anchor .....	89, 740	451, 145	156, 160	779, 685	57, 910	408, 925
Canadian American Steamship Com- pany .....						
National .....	7, 619	24, 460	13, 668	68, 855	8, 253	50, 135
Cunard (limited) .....						
Bremen line direct from Bal- timore .....						
French .....						
Red Star .....						
Netherland Steam Naviga- tion Company .....	3, 580	1, 100				
Total .....	2, 636, 128	8, 566, 646	4, 189, 608	18, 872, 485	1, 311, 713	8, 623, 565
Compared with last fiscal year:						
Increase .....	134, 688	210, 376	390, 396	1, 724, 515	81, 973	84, 775
Decrease .....						

Steamship lines.	Portugal.		Sweden.		Norway.	
	Letters.	Papera.	Letters.	Papera.	Letters.	Papera.
Cunard .....	<i>Grams.</i> 121, 680	<i>Grams.</i> 267, 890	<i>Grams.</i> 765, 477	<i>Grams.</i> 2, 223, 990	<i>Grams.</i> 272, 798	<i>Grams.</i> 423, 525
White Star .....	123, 015	480, 589	242, 185	477, 060	141, 179	113, 585
Liverpool and Great West- ern Steamship Company ..	158, 165	496, 093	1, 949, 744	6, 577, 750	1, 059, 779	1, 926, 195
North German Lloyd of Bremen .....	178, 127	479, 885	6, 845, 075	17, 350, 855	3, 827, 312	6, 684, 135
Hamburg-American Packet Company .....	36, 981	131, 102	2, 195, 589	2, 912, 299	1, 146, 222	1, 354, 219
Inman .....	100, 494	382, 908	271, 848	549, 660	150, 295	120, 104
Anchor .....	84, 895	127, 350	1, 505	1, 245	3, 705	225
Canadian American Steamship Com- pany .....						
National .....	1, 560	10, 875	450		675	
Cunard (limited) .....						
Bremen line direct from Bal- timore .....						
French .....						
Red Star .....						
Netherland Steam Naviga- tion Company .....						
Total .....	754, 867	2, 376, 182	12, 271, 873	30, 091, 359	6, 601, 965	10, 626, 996
Compared with last fiscal year:						
Increase .....	122, 297	610, 522		4, 720, 609	189, 185	317, 488
Decrease .....			308, 067			

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Austria.		Turkey.		Russia.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	344, 916	704, 002	68, 990	666, 865	530, 771	724, 815
White Star .....	211, 624	367, 415	74, 207	907, 133	611, 490	1, 202, 477
Liverpool and Great Western Steamship Company .....	976, 618	2, 202, 638	84, 962	803, 767	689, 696	1, 263, 026
North German Lloyd of Bremen .....	2, 785, 957	10, 056, 080	88, 400	1, 154, 310	749, 126	1, 210, 470
Hamburg-American Packet Company .....	898, 931	2, 019, 593	20, 865	303, 890	185, 232	319, 994
Inman .....	187, 340	367, 086	62, 365	677, 377	491, 810	1, 007, 130
Anchor .....	16, 620	26, 250	15, 635	167, 625	122, 965	307, 985
Canadian American Steamship Company .....						
National .....	1, 171		1, 240	26, 725	10, 960	19, 730
Cunard (limited) .....						
Bremen line direct from Baltimore .....						
French .....						
Red Star .....						
Netherland Steam Navigation Company .....						
Total .....	6, 415, 177	15, 743, 014	414, 684	4, 817, 172	3, 389, 051	6, 055, 486
Compared with last fiscal year:						
Increase .....	1, 033, 992	968, 854	66, 404	503, 772	1, 405, 831	2, 102, 166
Decrease .....						

## RECAPITULATION.

Countries.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
England .....	89, 834, 958	404, 969, 500
Germany .....	52, 251, 184	171, 069, 632
France .....	12, 452, 262	57, 973, 568
Italy .....	8, 203, 115	24, 492, 337
Belgium .....	1, 854, 210	10, 452, 346
Denmark .....	3, 353, 302	6, 292, 632
Netherlands .....	2, 636, 128	8, 506, 646
Switzerland .....	4, 189, 608	18, 372, 483
Spain .....	1, 811, 713	8, 628, 565
Portugal .....	754, 887	2, 376, 182
Sweden .....	12, 271, 873	30, 091, 350
Norway .....	6, 601, 965	10, 626, 996
Austria .....	6, 415, 177	15, 743, 014
Turkey .....	414, 684	4, 817, 172
Russia .....	3, 389, 051	6, 055, 486
Total .....	205, 934, 117	780, 527, 922
Increase, compared with last fiscal year .....	6, 095, 958	42, 339, 406

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1884.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba .....	3, 772, 376	26, 739, 869
Porto Rico .....	371, 160	3, 337, 856
Mexico .....	3, 313, 481	42, 217, 331
Hawaiian Islands .....	1, 073, 714	10, 979, 961
United States of Colombia .....	1, 273, 483	13, 538, 041
Japan .....	1, 050, 614	12, 334, 203
Hong-Kong .....	367, 027	4, 453, 269
Brasil .....	354, 591	3, 909, 850
Shanghai via Japan .....	404, 342	6, 005, 053
Bermuda .....	548, 744	4, 354, 973
Jamaica .....	482, 425	5, 219, 408
Chili .....	645, 504	9, 943, 188
Windward Islands .....	633, 355	6, 694, 679
Peru .....	623, 175	10, 014, 673
Venezuela .....	402, 320	3, 443, 460
Newfoundland .....	394, 595	3, 921, 109
Hayti .....	252, 490	2, 940, 378
St. Thomas .....	242, 475	2, 654, 845
Honduras .....	302, 560	2, 601, 672
Guatemala .....	323, 527	4, 765, 509
Salvador .....	193, 726	2, 490, 918
Ecuador .....	196, 296	2, 072, 960
Caracas .....	206, 460	912, 404
Bahamas .....	200, 370	2, 110, 743
St. Domingo .....	154, 560	2, 254, 493
Nicaragua .....	197, 214	2, 397, 853
Argentine Republic .....	263, 306	4, 362, 536
Manila .....	51, 896	332, 325
Costa Rica .....	121, 701	2, 237, 241
St. Pierre and Miquelon .....	44, 096	354, 394
Tahiti .....	63, 175	1, 046, 067
Marquesas Islands .....	1, 795	59, 035
Turk's Island .....	27, 970	153, 941
Uruguay .....	111, 733	1, 600, 394
Paraguay .....	2, 365	22, 044
Java .....	9, 070	31, 332
Singapore .....	11, 958	137, 129
New Caledonia .....	6, 026	65, 537
Cochin China .....	2, 379	13, 961
Total .....	19, 907, 115	209, 203, 237
Increase, compared with last fiscal year .....	774, 125	16, 940, 175

No. 22.—*Number of letters exchanged between the United States and non-postal countries during the fiscal year ended June 30, 1884.*

Countries.	Received.	Sent.
	<i>Letters.</i>	<i>Letters.</i>
Shanghai, China .....	5, 596	30, 277
Panama, Colon, &c .....	2, 787	614
British Columbia .....		161, 725
New Zealand, Australia, &c .....	14, 094	154, 907
Nova Scotia .....		23, 857
Total .....	22, 777	375, 369
Increase, compared with last fiscal year .....		7, 350
Decrease, compared with last fiscal year .....	19, 798	

I deem it proper to state that the delay in submitting this report has been occasioned by the increase in the business of the money-order branch of this office during the past and previous years, the establishment of the postal-note system, and an insufficient clerical force. It has been exceedingly difficult for the present force, by extraordinary diligence, to dispose of the money-order and postal-note business of the

office so as to make the report even at this late date. The estimates for the service of this office for the fiscal year ending June 30, 1886, submitted to the Secretary of the Treasury, contain items of increase which, if granted by Congress, will enable the office to promptly render the next annual report.

My predecessor, in his last report, called the attention of the Postmaster-General to the necessity for an increase in the accommodations allotted to this office both in the Department building and in the rented building at the corner of Eighth and E streets northwest.

At the last session of Congress unsuccessful attempts were made to obtain an appropriation and authority for renting an additional building in the vicinity of the Department.

The necessity for more room is constantly increasing with the establishment of new money-order offices, with the increase in the number of clerks and employes, and the growing accumulation of books, statements, vouchers, and files; and I venture to urge that the attention of Congress be again called to this matter. Although in my report to the Secretary of the Treasury this subject has been mentioned, it is presented particularly to you, because, since the establishment of this Bureau, its office accommodations have been provided by the Post-Office Department.

Very respectfully,

R. F. CROWELL,  
*Auditor.*

Hon. FRANK HATTON,  
*Postmaster-General.*

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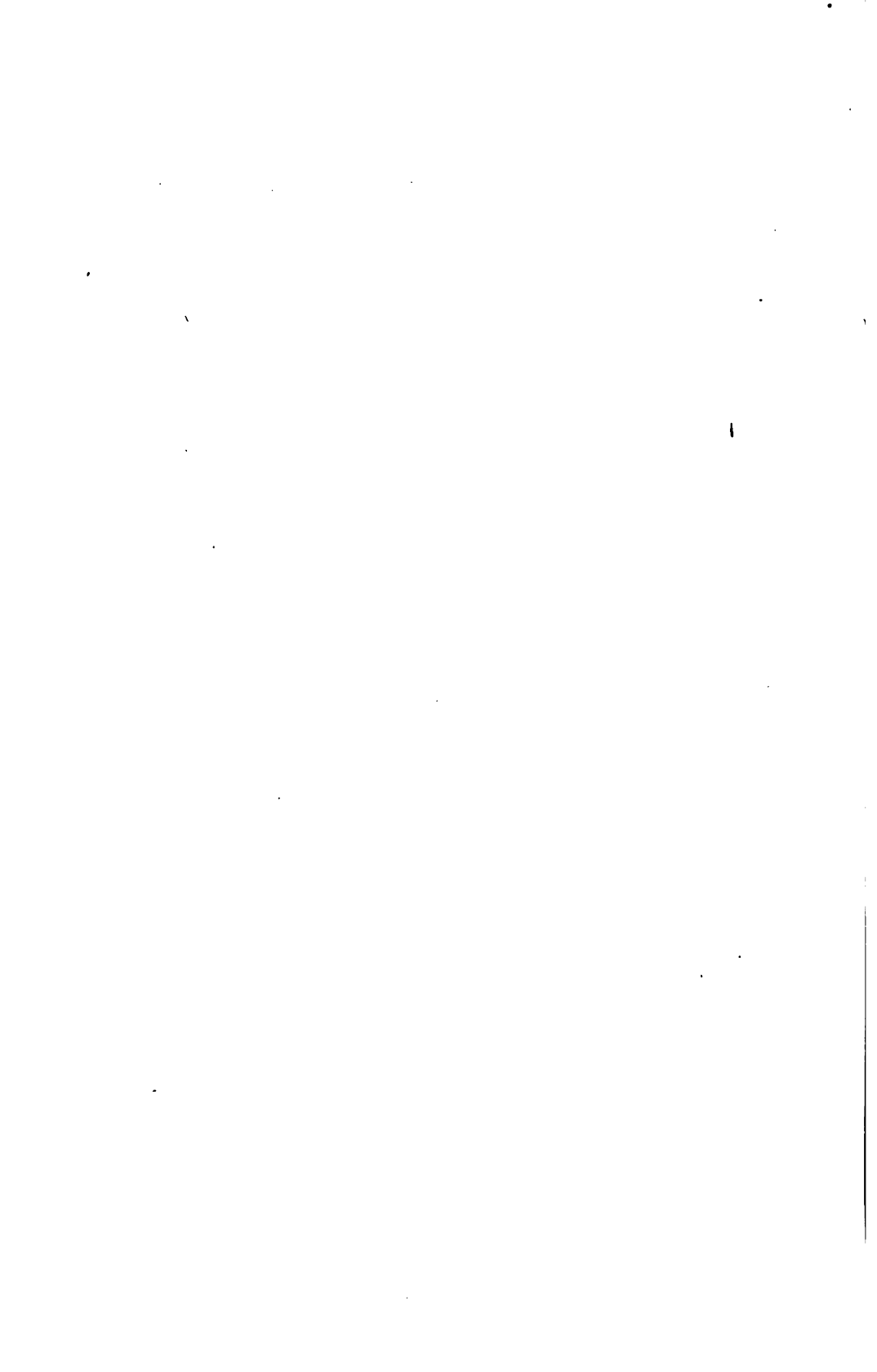
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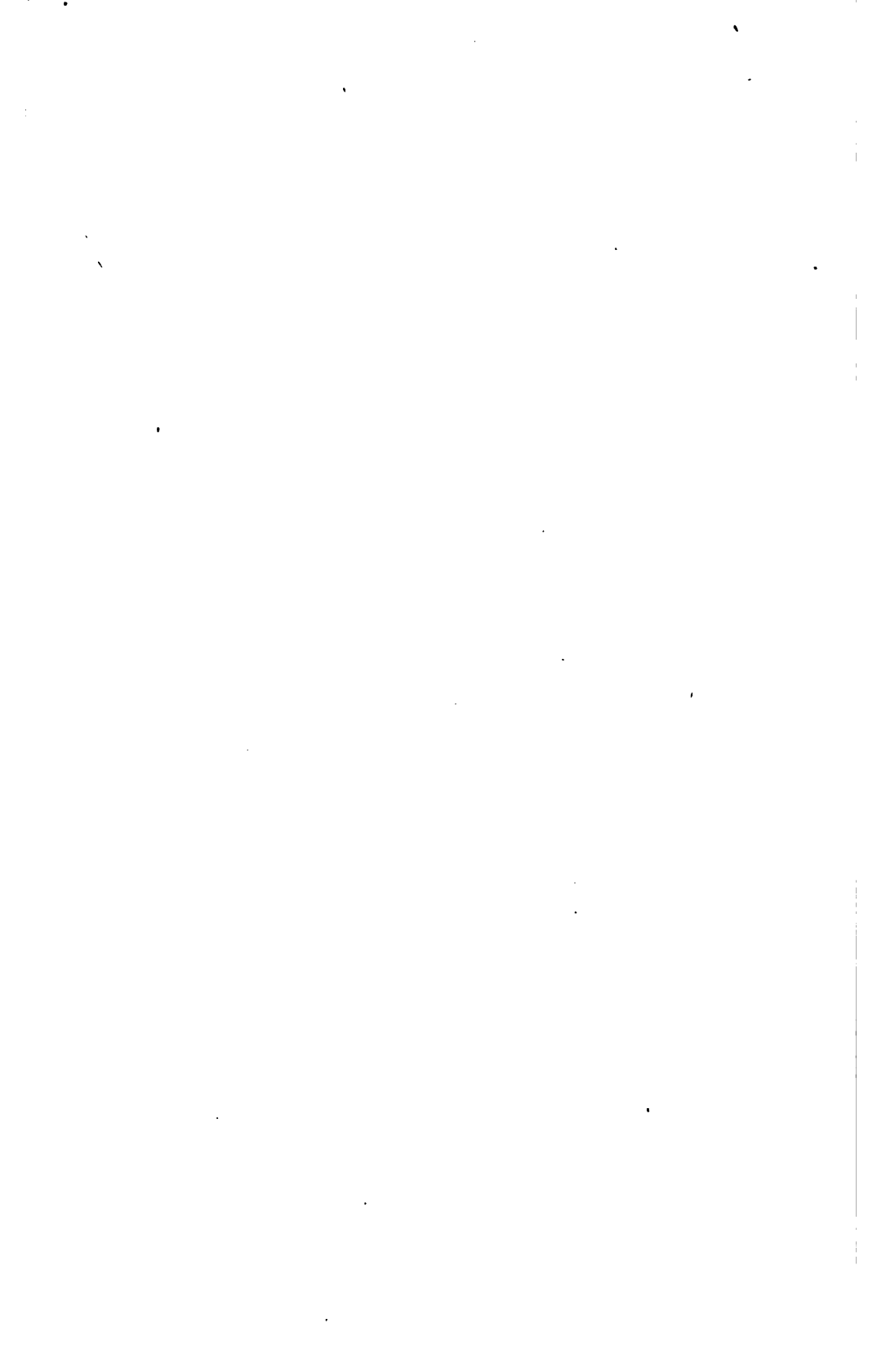




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